

## Status of C&amp;D-AOP-APIRG20to25

ID	Con/Dec No.	Title of Conclusion/Decision	Text of Conclusion/Decision	Responsibility	Deliverable(s)/ Expected Outcome(s)	Revised Targets Aug 24	Status AAO/SG8 July 2025	Actions agreed by the Subgroup to further implementation July 2025
	(1)	(2)	(3)	(4)	(5)	(7)	(8)	(8)
1	Conclusion 20/01:	Certification of International Aerodromes	That: a) States are urged to comply with ICAO SARPs on certification of aerodromes which came in force since November 2003 and Abuja safety targets. States should determine under which status their international airports will operate past December 2015; b) In line with the provisions of coordination between the RASG-AFI and APIRG, relevant technical components of aerodrome certification should be included in the projects subsidiary bodies of APIRG; and c) The target of attainment of 45% of certification of International Aerodromes in the AFI Region by end of 2016 is recommended in harmony with the approved AFI Plan targets for the same period.	States	Certification of international aerodromes	5 international airports certified per year  48% of Intl airports certified by June 2025 (short term)  70% of Intl airports certified by 2030 (medium term)  100% international airports certified by 2035 (long-term)	Ongoing 43% as per July 2025 1 airport certified in 2024; Cap skirring, Senegal  Target 2026 to meet 2030 target: - 52% of intl airports certified - 5 intl airports certified	ICAO RO in coordination with Aerodrome certification Project Team to organize 2 high level sensitization meetings with top management on aerodrome certification by June 2026  ICAO RO in coordination with the Aerodrome certification Project Team to organize a workshop on the benefits of aerodrome certification and lessons learned for the airport community by June 2026  ICAO RO to remind States to nominate aerodrome certification focal point and provide certification action plans by the end of 2025 (action plans only for airports not yet certified)
2	Conclusion 20/02:	Implementation of PANS-Aerodromes provisions	That: a) States are urged to ensure implementation of applicable procedures of the PANS-Aerodromes - Doc 9981. In case of differences between their procedures and the PANS-Aerodromes provisions, they should publish these differences in their aeronautical information publication (AIP) in accordance with Annex 15 to the Chicago Convention; and b) States should respond to ICAO State letters and in particular to proposals for the amendments to PANS- Aerodromes and Annex 14, Volumes I and II.	States States	Implementation of PANS-Aerodromes Timely responses to State letters	(To be determined once the implementation status of applicable procedures of the PANS-Aerodromes provisions is assessed)	Ongoing Checklist PANS and AEP submitted by the small working groups	A small focused group of six experts (3 from each RO) formed to: - to follow up with States on the status of implementation of applicable PANS Aerodrome provisions by March 2026 - report on the status of implementation to AAO/SG9 in coordination with the Aerodrome certification project team  ICAO RO to circulate the questionnaires
3	Conclusion 20/03:	Aerodrome Emergency Planning (AEP) including Public Health Emergency (PHE)	That: a) States are urged to ensure that public health component of the Aerodrome Emergency Plan and organization of the Emergency Operations Centre are based on all relevant ICAO Annexes and Documents, and the WHO IHR 2005; b) States are urged to ensure close collaboration between the public health authority and aviation stakeholders in planning and management of Public Health Emergency (PHE) to avoid duplication of effort and consistently improve efficiency; and c) WHO, ICAO and CAPSCA Member States discourage restrictions on flights and passengers originating from countries with confirmed, suspect and contact cases of Ebola Virus Disease (EVD). Similarly, suspension of flights by air operators is also discouraged.	States States States	Aerodrome emergency plans based on ICAO and WHO provisions	(To be determined once the implementation status of AEP provisions, including PHE requirements is assessed)	Ongoing Checklist PANS and AEP submitted by the small working groups	The small focused group:  -to follow up with States on the establishment in coordination with ICAO RO of Aerodrome Emergency Plans including Public Health Emergency (PHE) by the end of March 2025 - report the status of implementation to AAO/SG9 in coordination with the Aerodrome certification project team  ICAO RO to circulate the questionnaires
4	Conclusion 22/18:	Certification of international aerodromes	That: a) States should ensure the implementation of their aerodrome certification action plans, including timely resolution of deficiencies found on airports b) States are encouraged to share their experiences and host workshops and trainings on aerodromes matters.	States States	Certified International Airports	Cf. Conclusion 20/01	Ongoing	Cf. Conclusion 20/01

5	Conclusion 22/19:	<b>Establishment of effective Runway Safety Teams at aerodromes in the AFI Region</b>	That: a) States that have not yet done so, are requested to ensure the establishment of effective Local Runway Safety Teams at their aerodromes used for international operations before end of 2020; b) ICAO, States, RST Partners and industry should continue to support the Runway safety programme through the implementation of the Global Runway Safety Action Plan recommendations; and c) ICAO AFI Regional Offices to remind States to request for the assistance of the RASG-AFI Go-Team for the establishment of effective LRST at their aerodromes.	States ICAO, States, RST partners ICAO Regional Offices	Registered and Operational Runway Safety Teams at International Airports	15 RSTs established per year  44% of Intl airports with established RSTs by June 2025 (short term)  70% of Intl airports with established RSTs by 5 by 2027 (medium term)  100% international airports with established RSTs by 2030 (long-term)	Not started List of potential airports List of airports identified WACAF: Liberia, Eq. Guinea, Chad, CAR,CMR, ESAF targeted States Lilongwe- Malawi, Mahe- Seychelles,	ICAO Regional Offices in coordination with the Runway Safety Project Team to organize an awareness workshop for States and airports that have not yet established RST by March 2025  ICAO Regional Offices to request States to provide runway safety programme and action plans for the establishment of all LRSTs within their territory by March 2026 (action plans for airports with RSTs not yet established)  Go-Teams in coordination with Runway Safety Project Team to identify and assist 15 international airports in establishing RSTs by June 2026 and report on the status at the AAO/SG9 meeting
6	Conclusion 22/21:	<b>Harmonization of the information published by States related to aerodromes</b>	That: States should harmonize information published in the AFI eANP, their USOAP SAAQ and their AIPs.	States	Harmonized data	Jun-25	Ongoing The gap analysis on eANP inconsistencies is provided in appendix to WP 4.1  Some States identified have not yet provided request for amendments  Analysis of AIP and SAAQ should be completed	ICAO Regional Offices to: - conduct a gap analysis of the eANP and the respective States SAAQ and AIP, after updating the eANP by March 2026 - communicate and follow-up with States that have discrepancies in the published information  States to update all the published information by June 2026
7	Conclusion 22/41:	<b>Implementation of the Runway surface conditions Global Reporting Format (GRF)</b>	That: States should: a) set up national and local plans with dedicated Teams, for the implementation, and make use of existing national and regional mechanisms to support the implementation of the GRF (RSTs, Go-Teams, RSOOs, ...) ensure appropriate participation of the concerned stakeholders (CAAs, airports operators, ANSPs, airlines, ...) to the upcoming seminars (Accra, Nairobi and Johannesburg); i) States should report on the implementation of the GRF to the ICAO regional Offices; b) International Organizations (IATA, ACI, CANSO, ASECNA, ...) should actively participate in the conduct of the Seminars and any further required activities; and c) ICAO Regional Offices and International Organizations such as ACI, IATA, etc. to increase training activities, including onsite trainings.	a). States i). States ii). States b). International Organizations a). ICAO and International Organizations	GRF implementation plan	At least 10 airports with GRF fully implemented per year  50% of Intl airports with established RSTs by June 2025 (short-term)  70% of Intl airports with established RSTs by 5 by 2027 (medium term)  100% international airports with established RSTs by 2030 (long-term)	Ongoing Airports identified: WACAF Conakry - completed Kinshasa-Ongoing Lubumbashi-Ongoing Banjul-Ongoing Malabo-Ongoing  ESAF Manzini- Completed Malawi- Completed Maputo Ongoing Juba- ongoing	ICAO Regional Offices, in coordination with the Runway Safety Project Team, RSOOs, IATA, ACI and AFRAA, to identify and support 10 airports in implementing GRF by March 2026  ICAO Regional Offices to request States to update on the status of GRF implementation plan by March 2026
8	APIRG/24 Conclusion 24/16	<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>	States		Cf. Conclusion 20/01	Ongoing	Cf. Conclusion 20/01

9	APIRG/24 Decision 24/17	Implementation of the Airport Collaborative Decision Making (A-CDM)	That, in order to foster the implementation of Airport Collaborative Decision Making (A CDM), ICAO Regional Offices in collaboration with stakeholders such as CANSO, to conduct workshop(s) on A-CDM by June 2022 and encourage States to participate.	States/CANS O/ ICAO Secretariat	A-CDM workshop conducted	Jun-25	Ongoing Gap analysis templated and other implementation document drafting completed Prevalidation workshop conducted from 12-13 June 2025 Awareness workshop planned for Q4 2025 Priority airports not yet identified	ICAO Regional Offices in coordination with the A-CDM project team to organize an on-site awareness workshop on A-CDM implementation by the end of 31 December 2025  State to provide data on A-CDM implementation by 15 September 2025  Priority States (certified, ACDM implementation initiated, traffic or complex hub) to develop a gap analysis on A-CDM implementation by June 2026
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**Status of C&D-AAO-APIRG20to25**

ID	Con/Dec No.	Title of Conclusion/Decision	Text of Conclusion/Decision	Status Aug 2024	Actions agreed by the Subgroup to further implementation July 2025
	(1)	(2)	(3)	(6)	(8)
<b>1</b>	<b>Conclusion 20/16:</b>	<b>Optimization of the functions of the African Flight Procedure programme (AFPP)</b>	That, in order to attain optimum benefits from the AFPP and to effectively support progress in the implementation of PBN in the region: a) African States are urged to approach the AFPP to establish how best they could participate in the Programme and to benefit from its establishment; and b) The AFPP take concerted effort to provide information and sensitize States on taking advantage of its establishment and functions and services.	In progress  Superseded by APIRG 27/14  To add in the list No longer applicable	ICAO RO and RSOO in coordination with AFPP to sensitize States on the importance to be part of AFPP by the end of June 2026  ICAO RO ATM - AOP and AFPP to conduct consultation on how AOP expert could contribute a to the work of AFPP. Report and proposal to be made at the AAO/SG9
<b>2</b>	<b>Conclusion 20/17:</b>	<b>Support to the African Flight Procedure Programme</b>	That, in order to provide the AFPP with resources to effectively discharge on its mandate: a) African States are urged to second qualified staff to the AFPP; and b) Member States of the AFPP are urged to pay their contributions to the AFPP timeously at the beginning of the year or as arranged with the AFPP.	Linked to Conclusion 20/16  Superseded by APIRG 27/14  To add in the list No longer applicable	Cf. to Conclusion 20/16
<b>3</b>	<b>CONCLUSION 21/01:</b>	<b>COORDINATED APPROACH TO AIR NAVIGATION PLANNING AND IMPLEMENTATION</b>	That, in order to facilitate harmonization and efficiency in the implementation SARPs, global and regional requirements that effectively support national and regional development: a) the AFI Region should adopt a coordinated performance-based approach to air navigation planning and implementation based on Regional priorities; and b) based on the Regional ANP, AFI States develop national air navigation plans linked to national development plans, highlighting the importance of aviation as an enabler to address national socio-economic issues and ensure the availability of sufficient deployment resources.	In progress	ICAO RO to organize a workshop in collaboration with ICAO HQ to provide guidelines on the development of NANPs by June 2026

4	DECISION 21/15	INPUTS TO THE 3RD ICAO WORLD AVIATION FORUM (IWAF/3) AND AU'S PROGRAMME FOR INFRASTRUCTURE DEVELOPMENT IN AFRICA (PIDA)	<p>That, in order to facilitate the financing and support the implementation of APIRG projects:</p> <p>a) The Secretariat is tasked to coordinate APIRG inputs to be submitted to the 3rd ICAO World Aviation Forum (IWAF/3) to be held in Nigeria, Abuja, 20-22 November 2017, in order to assist in the following:</p> <p>i). Determination of the aviation infrastructure needs of African States, through appropriate gap-analyses, taking in to consideration requirements of the ICAO Global Plans, Regional Plans and existing and future capacity requirements; and</p> <p>ii). Preparation and incorporation of an aviation infrastructure development plan for Africa in the Work Plan of the AU's Programme for Infrastructure Development in Africa (PIDA) and coordinate its implementation.</p> <p>b) APIRG is to be updated and its subsidiary bodies involved in the work related to the above tasks.</p>	In progress	<p>ICAO RO to coordinate with AFCAC and relevant Stakeholders by June 2026 for reporting on the work done on Infrastructure gap analysis at the next AAO/SG9 meeting</p> <p>Merge this action with ANS summit</p>
5	CONCLUSION 21/25	UPDATE OF THE LIST OF AIR NAVIGATION DEFICIENCIES	<p>That States,</p> <p>a) continue to provide to the ICAO Regional Offices updated information on the status of implementation of the Regional Air Navigation Plan (ANP) elements; and</p> <p>b) endeavour to report Air navigation deficiencies specifically deficiencies related to RVSM operation.</p>	In progress	<p>ICAO RO to organize sensitization workshop on the reporting of air navigation deficiencies by December 2025</p> <p>ICAO RO to develop the list of existing air navigation deficiencies by June 2026 and report at the AAO/SG9</p>
6	DECISION 21/30	ASSISTANCE AND GUIDANCE ON THE SAFE INTEGRATION OF RPAS INTO NON- SEGREGATED AIRSPACE	<p>That, in order to facilitate harmonized introduction of Remotely Piloted Aircraft Systems (RPAS) into the AFI airspaces, and to address airspace safety risks associated with RPAS operations:</p> <p>a) ICAO should provide, as a matter of priority, assistance and guidance to States in their integration of RPAS in non-segregated portions of airspace in FIRs for which they are responsible for the provision of air traffic services (ATS).</p> <p>b) the work programmes of the APIRG auxiliary bodies be revised as appropriate to include matters related to the safe integration of RPAS operation in non-segregated airspace.</p>	<p>a) Completed</p> <p>b) In progress</p>	ICAO RO to revise the work programme for integration of RPAS operation in coordination in the with SOM SG by June 2026

7	CONCLUSION 21/31:	<b>ESTABLISHMENT OF NATIONAL COORDINATION MECHANISMS FOR THE INTRODUCTION OF UNMANNED AIRCRAFT SYSTEMS (UAS)</b>	That, in order to support States' efforts on the safe integration and address the challenges of the rapidly growing volume of unmanned aircraft system operations in the AFI Region, in particular the harmonized introduction of UAS into the AFI airspaces and mitigation of airspace safety risks: a) As a matter of priority, States in collaboration with all concerned Stakeholders establish a national multidisciplinary Team tasked to develop, implement and monitor a national plan and a set of regulations based on the based on ICAO guidance and best practice for the progressive accommodation and integration of RPAS into non-segregated airspace; b) International organizations including AFCAC and Sub-regional economic bodies, be requested to provide support as necessary; c) States strengthen civil-Military cooperation to ensure effective monitoring and avoid duplication of procedures for RPAS operations	In progress	ICAO RO to identify the number of national multidisciplinary team established by March 2026 (ATM and AOP to coordinate)
8	Conclusion 22/20:	<b>Amendment to the AFI Air Navigation Plan (eANP, Doc 7474)</b>	That: a) APIRG endorse the final Draft of AFI ANP Volume II as presented in Appendix 4E to the report; b) AFI States provide timely inputs to Volume III of the AFI ANP as at Appendix 4F to this report, once circulated for comments; c) States comply with the procedures for amendment (PfAs) of the AFI eANP upon initiation by the ICAO ESAF and WACAF Regional Offices; and d) The ESAF and WACAF Regional Offices expedite the processing of all outstanding requests for changes to the ANP submitted by States for inclusion in Volumes I and II of the AFI eANP, as soon as practicable.	In progress	States to submit request for amendment to update the AFI eANP Volumes I and II information by 30th September 2025  ICAO RO to submit the PFA for approval of the proposed amendments by 31 December 2025
9	Conclusion 22/37:	<b>Operations of Unmanned Aircraft Systems (UAS)</b>	That, a) States are urged to coordinate with other States in the harmonisation of UAS regulations. b) ICAO to provide guidance material on seamless integration of UAS into non-segregated airspace.	Linked to Conclusion 21/31	Cf. Conclusion 21/31
10	Decision 23/11	<b>Implementation of Aerodrome Operations Projects and ASBU Module</b>	That, in order to foster the implementation of the Projects: a) the Project Teams composition be revised; b) Project Teams be tasked to coordinate the development/or revision of project documents and implementation strategies in collaboration with the Secretariat before end of 2020; c) the Project Teams report quarterly on the progress made in the implementation of the projects to the AAO-SG; and d) the Secretariat circulate a follow-up State Letter to concerned States and organizations, requesting the formal nomination of Project Teams members and reminding them to provide adequate support to the Project Teams activities.	In progress	All AOP project teams documents to be submitted for endorsement at the AASPG1 meeting  AOP PT to report on progress on funding and implementation mechanisms at the AAOSG9 meeting

	APIRG/27 Decision 27/05	Repository of experts in AOP and ANS	That, to enable an effective implementation of air navigation services and facilities in the region, the Secretariat to coordinate the development of a dynamic repository of AGA and ANS experts to support the effectiveness and continuity of APIRG projects.		<p>1. Letter to States and Organizations A formal letter will be sent to all WACAF States and relevant regional organizations, including ACI Africa and ASECNA, requesting the nomination of experts in the electrical field. The letter will specify the technical area of focus and outline the expected contributions of nominated experts.</p> <p>2. Guidance Development and Roster Maintenance The letter will be accompanied by ToR. A dedicated task force, operating under the supervision of the Training and Qualification Project Team, will be established to develop guidance on the maintenance and availability of the expert roster.</p> <p>3. Terms of Reference (ToR) Three States have been nominated to draft the ToR to be appended to the letter: Senegal (Seynabou) Nigeria (Bayode) South Africa (Nelson)</p> <p>4. Timeline Target date for sending the letter: 15 September Deadline for State responses: 15 November (2-month response window)</p>
	APIRG/27 Decision 27/06	Enhancement of civil/military cooperation in the AFI Region	That, to enhance the implementation of effective civil/military cooperation in the AFI region, The Secretariat, in coordination with adjacent ICAO regions, conducts at least one interregional civil/military cooperation workshop.		<p>Awareness workshops on the AOP issues regarding civil military coordination</p> <p>Create a framework and merge with the framework ATM</p> <p>Small task force formed to draft problem statement to be validated by the SG as reference for the framework Nigeria(Calista)+Uganda (Suzan),Mauritania(Mbodj), Senegal(Aliou):</p>
	APIRG/27 Conclusion 27/14:	Affiliation to the African Flight Procedure Programme	That, to support an efficient performance-based navigation and PANS-OPS implementation in the AFI region: a) States that have not yet done so to join the Programme and share resources and competencies for the benefit of the Continent; and b) The participating members that have not yet done so be urged to sign the Management Service Agreement (MSA).		<p>Consultation of AOP ROs with AFPP and ATM-SAR ROs to identify how best AOP can contribute to the work of the programme and how to integrate AOP expertise in the ToR</p> <p>Sensitization/Awareness workshop to be organized to know what AFPP is doing, the benefits of the programme and how it works for AOP experts</p>
	APIRG/27 Decision 27/21	Enhancement of support to APIRG activities	That, to assist in resolving challenges identified in the region, ICAO in coordination with the industry within the framework of the APIRG mechanism to, a) Include of States of the AFI Region in Working groups and Panels; b) Consider having more courses/trainings in more than one language for the benefit of States in the AFI region; c) Increase awareness on Cyber resilience and Security d) Provide advance notification to States on new developments matters concerning air navigation; e) Develop a model of National ASBU Implementation Plan; f) Provide support in the mobilization of resources for effective implementation of Air Navigation related project; and g) Increase research and awareness on Artificial Intelligence in Aviation		<p>RO to identify States to represent the region in the ADOP panel and coordinate with the identified States for nomination.</p>

	APIRG/27 Conclusion 27/16:	Monitoring of ASBU planning and implementation in the AFI Region	That, to provide a comprehensive and data driven picture of the status of implementation of ASBU elements in the AFI region: a) The online ASBU tool of the AANDD platform to be used for collecting data, monitoring and generating reports on ASBU planning and implementation; and b) States to consistently report on their planning and implementation of ASBU elements.		RO to conduct Workshop on ASBU reporting tool by end September 2025
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### Status of C&D-ATM-APIRG20to26

ID	Con/Dec No.	Title of Conclusion/Decision	Text of Conclusion/Decision	Responsibility	Deliverable(s)/ Expected Outcome(s)	Status Aug 2024	Revised Targets	Actions agreed by the Subgroup to further implementation
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
1	Decision 20/08:	Measures to Support CPDLC/ ADS-C implementation in the AFI Region	That the Secretariat should develop a Project under APIRG framework of AFI Region CPDLC/ADS-C Implementation Planning Continuous Improvement (CPDLC/ADS-C IPCI).	APIRG Secretariat	ADS-C/CPDLC implementation project			
2	Conclusion 20/24:	Establishment of a Project Team for the implementation of a data link central monitoring and reporting agency (DL/CMRA)	That: a) A Project Team comprised of Cabo Verde (as Team Leader), Ghana, ASECNA, South Africa, Seychelles, AFRAA and IATA be established to identify and propose the main functions of an AFI DL/CMRA, the appropriate organizational framework and a suitable cost effective funding mechanism; and b) The Project Team Leader should provide a report of the activities of the project, which are to be mainly done through electronic conferences to the Secretariat for submission to the APCC and the outcome should subsequently be submitted to APIRG/21.	APIRG Project Team	Effective and sustainable data link monitoring mechanism			
3	DECISION 21/02	INCREASING THE EFFECTIVENESS OF APIRG	That, in order to act as an effective catalyst and support to Regional Implementation, APIRG should: a) play a crucial role in coordinating the implementation of the performance based Regional Air Navigation plan; and b) function as the platform for providing feedback on regional level as well as global level in regard to suitability of provisions and implementation issues.	APIRG	Performance Objectives Indicators and metrics			
4	CONCLUSION 21/13:	AERONAUTICAL SPECTRUM ISSUES	That, in order to protect and maintain continuous vigilance on ongoing threats to the aeronautical frequency spectrum: 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 b) The IIM/SG with the support of ICAO should accordingly develop and maintain a regional database on reported cases of such harmful interference.	ANPs/Airlines IIM/SG	Regular reports from airlines to CAAs Regional database developed and maintained			
5	CONCLUSION 21/14:	AIXM IMPLEMENTATION	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.	States	Effective migration from AIS to AIXM			
6	CONCLUSION 21/16:	SAFETY MANAGEMENT IMPLEMENTATION	That, States, regional and international organizations are invited to share tools and examples which support effective safety management implementation to be considered for posting on the ICAO safety management implementation website through an ICAO validation process.	States / Organizations	Tools and examples shared ICAO SMS website updated			
7	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.		Seamless airspace implemented Surveillance data sharing initiatives			

8	CONCLUSION 21/33:	IMPLEMENTATION OF SURVEILLANCE INFRASTRUCTURE IN THE AFI REGION	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: a) 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); b) 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; c) Avoid the imposition of mandates on a State by State or FIR by FIR basis.	States States States	Application of CDM Use of ICAO Circular 326 by States			
9	CONCLUSION 21/34	CYBER SAFETY AND RESILIENCE OF THE AIR NAVIGATION SYSTEMS	That, in order to address the emerging issues related to cyber security, safety and resilience of the air navigation systems in AFI Region: 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.	States States ICAO / industry stakeholders	National frameworks, regulations and policy strategy developed Coordination procedures implemented Support and guidance to States provided			
10	Conclusion 22/04:	SSR Code Occupancy Time	That: a) Effective 8 November 2020, the protection period will change from three hours to two hours; Protection period of more than 2hrs applied within specific FIRs should be justified by need taking into consideration of such factors as flight time across FIRs/Blocks of airspace as applicable, and supported by sound safety assessment in accordance with ICAO safety management provisions; and b) The Secretariat take necessary measures to amend the SSR code allocation table in the AFI ANP Doc 7474	CAAs Secretariat	Implementation of the revised SSR CMP Revised CMP and AFI ANP Doc 7474			Project concluded, Conclusion to be removed from the list

11	Conclusion 22/09:	Follow-up on the AFI Plan SAR Projects for AFI States	That: a) AFI States: i. Expedite the development and operationalisation of their SAR plans, which should include State agencies that would be involved with supporting SAR operation; ii. Coordinate directly with the authorities responsible for SAR in adjacent States and arrange for signing of their SAR agreements as soon as practicable and in-form ESAF and WACAF Regional Offices; iii. Use Regional Economic Communities (RECs) frameworks to pursue signing of outstanding SAR agreements where high level intervention is required; b) Having adequate SAR expertise and resources to assist other States, upon request, in improving their SAR organisation and capabilities; and c) IATA / Airlines include SAR requirements as part of their pre-operational assessment and technical panels/missions to States/ ANSPs.	States States and RECs States Air Operators	Implementation of Robust and effective national SAR systems			On-going
12	Conclusion 22/11	Efforts to Address Aeronautical Mobile Service Deficiencies	That: The concerned AFI ANSPs establish Service Level Agreements (SLAs) with users and collaborate to identify measures to address aeronautical mobile service (AMS) deficiencies	ANSPs & Air Operators	Increase AN Safety through the improvement of the quality and integrity of A/G communication			
13	Conclusion 22/27:	Implementation of AMHS in the AFI Region	That: In order to ensure a robust and sustainable operation of the future ATM systems in compliance with the timeframe of the technology roadmap for the implementation of ICAO ASBU threads, Administrations/Organizations are urged to speed up the planning, implementation, operation and monitoring of AMHS.	States & PTCs	Effective implementation of AMHS			
14	Conclusion 22/33:	Implementation of AFI Plan 2019 Aviation Infrastructure for Africa Gap Analysis Recommendations	That: a) The Secretariat should prepare the gap analysis of a long term horizon based on 25-year projections of traffic growth, operational and capacity / regulatory requirements, and demand for aviation professionals; b) States and RECs should utilize available guidance material from ICAO and the results of the gap analysis to prepare national and regional Aviation Master Plans; c) RECs and States should determine the funding required to bridge the long term infrastructure gaps and identify appropriate financing mechanisms at State and / or regional level; and d) Regional programme with specific plans, projects and effective implementation monitoring mechanism should be developed by States and RECs to ensure that the identified gaps are properly addressed.	APIRG Secretariat States and RECs States and RECs States and RECs	Gap Analysis Report AFI Aviation Master Plan AFI Regional Implementation Plan			On-going
15	Conclusion 22/39:	SBAS for Africa - Indian Ocean Initiative	That, while taking note of the 'SBAS for Africa - Indian Ocean' initiative by 17 member States of ASECNA, a) AFCAC should fast-track the conduct of a continental cost-benefit analysis (CBA) on SBAS implementation in the region by June 2020, to support the decision making process by States and stakeholders, and to enable update of the AFI GNSS strategy accordingly; and b) ICAO and AFCAC organize a regional workshop with all stakeholders involved in SBAS implementation thereafter.	AFCAC & ICAO	Implementation of SBAS in AFRICA			

16	Conclusion 22/40:	Mandate for ADS-B Transponder Extended Squitter 1090 equipage in the AFI Region	That: a) States and aircraft operators ensure that all aircraft operating within the AFI RVSM airspace are equipped with ADS-B Transponder Extended Squitter 1090 by June 2023 (AIRAC date); b) An Assessment for a Go or No Go Decision be conducted on 2022 targeting 90% aircraft equipped with Transponder Extended Squitter 1090 for AFI RVSM airspace as the threshold; and c) States and aircraft operators ensure that all aircraft operating within the AFI Region airspace are equipped with ADS-B Transponder Extended Squitter 1090 by January 2025 (AIRAC date).	States and Air operators	Full Implementation of ADS-B Transponder ES in AFI Region by 2023 ADS B aircraft equipage assessment report			
17	Conclusion 2/05	Improving NOTAM Quality Management Team (AAMP PMT)	That, in order to improve the quality of NOTAMs in the AFI region, States and ANSPs: a) develop mechanisms at national level to address the quality of NOTAMs as a matter of urgency; b) participate in providing information to help improve the NOTAMeter; and c) fully participate in the ICAO Global campaign aimed at improving the quality of NOTAMs.	(a) States and Organizations (b) States and Organizations (c) States and Organizations	(a). States plans of action to improve the quality of NOTAM (b). No more relevant, the NOTAMeter is already finalized			Project concluded, Conclusion to be removed from the list
18	Decision 23/6	Development of the AFI region PBCS plan and establishment of PBCS implementation team	That, in order to have a coordinated approach to PBCS implementation: a) a PBCS implementation Team is established; b) the AAO and IIM Sub-Groups coordinate with the established PBCS implementation Team to finalize the draft AFI region PBCS plan, provide awareness, develop an implementation roadmap in collaboration with States and stakeholders, and align with the AFI vision document, CONOPS and ATM Master Plan by 31 May 2021. c) ICAO Regional Offices in coordination with AFI Regional Monitoring Agency (ARMA) provides necessary expertise for both functional areas (RVSM and PBCS), as well associated support to States and service providers as applicable.	ICAO/ States and Organizations ICAO/ARMA	Draft AFI PBCS Plan			Ongoing -
19	Conclusion 23/12	CART Recommendations relevant to AAO/SG Activities	That, in order to support the Restart and Recovery of the air transport industry: a) States be urged to ensure appropriate implementation of the CART recommendations of relevance to Airspace and Aerodrome Operations; and b) States monitor, document, and report their progress through the CRRIC; and review NOTAMS to ensure their updates along with the resumption of air operations.	a). ICAO b). States	a). State letter from ICAO b). Data on the CRRIC platform			
20	APIRG/24 Conclusion 24/06	Review of the AFI ATM Contingency Plan (AFI ATM CP)	That; To ensure the availability of information pertaining to the AFI region contingency plans: 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 b) States to establish and link their National ATM Contingency Plans to the ICAO Webpage of ATM Contingency Plans, by 31 December 2021.	a). States b). States	a). 50% of signed CP received. Some still outdated. b). ICAO webpage ready, pending links from States			Pending review conclusion

21	APIRG/24 Conclusion 24/12	Optimization of the ATS Route Structure in the AFI En-Route Airspace	That, 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: a) States/ANSPs, IATA and AFRAA to collaborate and conduct a survey of aircraft equipage in the AFI region to facilitate implementation and planning of navigation specifications of en-route operations (RNAV/5, RNP/2 and RNP/4) by 31 March 2022; b) States in coordination with ICAO, IATA, AFRAA and the AFPP to 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 October 2022; and 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.					Pending. review conclusion
22	APIRG/24 Conclusion 24/44 — A&B	Cyber security and resilience of CNS/ATM systems	That, in order to address cybersecurity issues: a) States/Organizations 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) Service providers (airlines, airport operators ANSPs etc.) develop plans to implement the above national policy and collaborate with industry to address cyber security issues; and c) IIM's COM5 Project, with the support of the Secretariat and the industry, to identify and conduct trainings as required	States/Organizations Service providers (airlines, airport operators ANSPs etc.) Secretariat and IIM's COM5 Project				
23	APIRG/24 Conclusion 24/45	Overflight (OVFC) Permission Fees and Charges	That, in order to improve compliance with Article 15 of the Chicago Convention: 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; and 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. Overflight (OVFC) Permission Process	States	Implementation of the ICAO User Charges principles and policies by States			Transferred to Air Transport

24	APIRG/24 Conclusion 24/46	Overflight (OVFC) Permission Processes	That, in order to simplify and harmonize the processes of obtaining overflight clearance across the AFI Region: a) States are urged to implement processes for contingency OVFC permission in case of Contingency Plan to avoid disruptions of airline's network schedules; b) States that are signatory to International Air Service Transit Agreement (IASTA) are urged to implement 'File n Fly' concept; c) States that are not signatory to IASTA to implement a 'Standardized and Simplified' process; and d) States that decide to implement online portal to facilitate OVFC permission process, to do so in consultation with the users; Airlines, IATA, AFRAA and other airlines representatives in a collaborative decision making (CDM) process.	States	Improved and harmonized the processes of obtaining overflight clearance across the AFI Region			On-going
25	APIRG/25 & RASG-AFI/8 - Conclusion 4/01	Online mechanisms and tools to collect safety data and monitor status of implementation of Safety and Air Navigation targets	That, to avoid duplication of efforts and ensure the harmonization with the existing tools, the online mechanism and tools, being developed by AFCAC to collect safety data and monitor status of implementation of Safety and Air Navigation targets, should to the extent possible, be simple and user-friendly and complement or supplement other existing mechanisms and tools developed by ICAO or other stakeholders for the same purpose without duplication					
26	APIRG/25 & RASG-AFI/8 - Conclusion 4/05	Evaluation of the Abuja Safety Performance Framework, updating of the Abuja Safety Targets and incorporation of the Air Navigation Services Targets.	That, to provide the region with an appropriate aviation safety and air navigation capacity and efficiency performance framework, AFCAC in collaboration with the ICAO Regional Offices and all the relevant stakeholders to: a) Carry out an evaluation of the Abuja Safety Performance Framework adopted by the Ministerial Conference on Aviation Safety in Africa (16 – 20 July 2012), including the Abuja Declaration, Targets and Action Plans, in light of the ICAO safety related provisions as contained in Annex - 19 (Safety Management) and the evolution of ICAO Global Aviation Safety Plan (GASP, Doc 10004) and Global Air Navigation Plan (GANP, Doc 9750); b) Develop recommendations for amendment proposals to the current safety performance framework to ensure that an appropriate common aviation safety performance framework is adopted for use by Member States. Such recommendations should include a proposal for the approval process to be applied, taking due account of the African Union mechanisms; and c) Organize a validation workshop on the report on the evaluation called upon in a) above prior to being coordinated with relevant Regional Aviation Commissions, RASGs, PIRGs and other key stakeholders.					
27	APIRG/25 Decision 25/02	Effectiveness of the Regional ATM Contingency Plan (ATM CP)	That, to ensure the effectiveness of the ATM CP, a) The Regional Contingency Plan Coordination Team (CCT) to conduct a tabletop exercise by 31 December 2023; and b) The Secretariat to coordinate with the Regional ATM Contingency Plan Coordination Team in determining the FIR within which the tabletop exercise will be conducted and make arrangements for ATM experts from other FIRs to participate as observers in the exercise					

28	APIRG/25 Conclusion 25/05	Nomination of State RVSM Subject Matter Focal Points	That, to improve coordination between ARMA and States, the Secretariat to coordinate with States for submission of alternate RVSM subject matter Focal Points to support the NPM by 31 March 2023.					Conclusion to be removed from the list as overtaken by events, harmonise with other RVSM conclusions
29	APIRG/25 Conclusion 25/07	Conclusion of the ATS Competency Study	That, following the successful conclusion of the Study on ATS Competency in the region, the report as presented be implemented by States and the study concluded.					Project concluded, Conclusion to be removed from the list
30	APIRG/25 Conclusion 25/09	Regional ATM Summit	That, to implement a harmonized, interoperable and seamless Air Traffic Management (ATM) systems in the region, the Secretariat to coordinate with relevant stakeholders for the convening of an ATM Summit by December 2024.					In progress, revise the target date
31	APIRG/25 Decision 25/16	Support to the APIRG Projects activities related to cyber resilience in AFI Region	That, to increase States/Organizations' technical personnel awareness in cyber securing ANS systems, ICAO through the APIRG mechanism should strengthen its support to activities aimed at raising awareness of ANS Cyber resilience, in coordination with the industry, through webinars/workshops/seminars on Cyber resilience of ANS systems for the region.					On-going. Workshop held on 3-4 August 2024 in Nairobi.
32	APIRG/25 Decision 25/19	Role and responsibilities of States National Coordinators for Planning and Implementation and Technical Focal Points	That, to strengthen the APIRG and its subsidiary bodies activities, the terms of reference of the National Coordinator for Planning and Implementation (NCPI) as well as focal points in APIRG disciplines is endorsed as provided in Appendix 3L to this Report.					
33	APIRG/25 Conclusion 25/28	Utilization of the PBCS Implementation Guidelines	That, to facilitate the implementation of the PBCS in the region: a) States to familiarise themselves with the Regional PBCS Plan published on the ARMA Website; b) States to complete a survey on the status of the planned implementation of PBCS in their respective FIRs to determine readiness; and c) States are to advise air operators to withdraw the use of performance-based separation minima requiring PBCS where aircraft data link performance is not compliant with RCP and RSP 95% operating criteria to facilitate the implementation of the PBCS in the region;	PBCS				
34	APIRG/25 Decision 25/42	ADS-B Mandate in the Regional RVSM airspace	That, in compliance with the provisions of APIRG Conclusion 22/38, and its implementation status: a) States and ANSPs be encouraged to introduce ADS-B-based procedures in air traffic management as soon as the Transponder Extended Squitter 1090 MHz carriage rate of aircraft in their airspace exceeds 90%, without penalizing non equipped aircraft; and b) ICAO ESAF and WACAF Regional Offices, in coordination with IATA and the ANSPs, plan and conduct an annual survey of the level of ADS-B equipage of aircraft fleet in the Region					
35	APIRG 26 Decision 26/04	Project Management Teams Coordinated Workshops	That, given the common link between PBN, FRA and Civil-Military Cooperation activities, the PMTs to coordinate the conduct of at least two joint workshops/ meetings to optimize resources and improve coordination of activities.	AAO/SG				

36	APIRG 26 Conclusion 26/09	User Preferred Routes (UPR) Trials to Support FRA Implementation in the Continental AFI airspace	That, in order to support the AFI FRA implementation in the continental airspace, States, CANSO, AFRAA, IATA, and AFI ANSPs to continue to conduct UPR trials and collect critical operational data to support the AFI FRA Project implementation under the APIRG FRA PMT, using CADENA and CADENCE OIS (Operational Information System), as the information-sharing	AAO/SG				
37	APIRG 26 Conclusion 26/12	Monitoring of the implementation of ASBU elements in the region	That, to provide a comprehensive and data driven analysis and visualization of the status of implementation of ASBU elements in the region, a) States to provide the Secretariat with baseline data on the planning and implementation of ASBU elements, through their feedbacks on the draft Volume III of the eANP by 31 January 2024, for the finalization and operationalization of the online ASBU data collecting and monitoring tool; and b) ICAO ESAF and WACAF Regional Offices to organize by 30 June 2024, familiarization seminars/webinars on the use of the online tool, for the Focal Points from States and Organization.	a) No holder  b) ESAF and WACAF Offices	a) States provide baseline data on the status of implementation of applicable ASBU elements in their areas  b) To conduct a familiarization workshop on the use of the ASBU data collection tool.			
38	APIRG 26 Conclusion 26/20	Amendment of the Volumes I and II of the Regional air navigation plan (ANP)	That, to keep the three Volumes of the regional air navigation Plan consistent and up to date, a) States that have not yet done so to submit their contributions to the ICAO ESAF and WACAF Regional Offices for the updating of the Volumes I and II of the ANP preferably by 28 February 2024; and b) ICAO ESAF and WACAF Regional Offices to consolidate inputs received from States on the updating of the Volumes I and II of the eANP, as per action a) above, and initiate the proposals for amendment of the two Volumes by 30 April 2024.	a) States  b) ESAF and WACAF Offices	a) State to submit their inputs to the Volumes I and II of the FAI eANP.  B) Collect inputs from States, consolidate draft Volumes I and II and prepare proposals for amendment to Volumes I and II of the eANP			
39	APIRG 26 Conclusion 26/22	Relaunch of the Peer Review Programme	That, in order to strengthen the Peer Review programme, States, ANSPs and CANSO with the support of the Secretariat to: a) expedite the update of the Peer Review Manual and conduct a Peer Reviewers training by 28 February 2024; and b) develop a plan for the conduct of Peer reviews and relaunch the activities before June 2024.	a) States /ANSPs /CANSO  b) States /ANSPs /CANSO	a) Update of the Peer Review Manual - Conduct a Peer Reviewers training  b) Develop a plan for the conduct of Peer reviews and relaunch the activities			



40	APIRG 26 Conclusion 26/26	Improvement of Safety of Airspace	That, to improve the safety in the airspace, the RASG-AFI and its contributory bodies to: a) continuously support ARMA on monitoring activities related to RVSM approvals; b) conduct an awareness programme on PBCS to States; and c) assist States in the development and implementation of UAS regulations.	<p><b>a) AAO/SG</b></p> <p><b>b) AAO/SG and IIM/SG (COM4)</b></p> <p><b>c) AAO/SG and RASG- AFI</b></p>	<p>a) Monitor activities related to RVSM approvals;</p> <p>b) Conduct an awareness programme on PBCS to States</p> <p>c) Assist States in the development and implementation of UAS regulations.</p>			
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### List of Conclusions -Decisions

[illegible]

Conclusion 2011:	Af or navigation differences data base (ANED)	This: a) In order to facilitate the clear identification of challenges and the prioritization of implementation support, States are urged to provide state of implementation in various areas as requested by the Secretariat, and in particular to respond to surveys to that effect and b) In order to facilitate achievement of the objectives of reporting and monitoring of this work in the AFI Region, the Secretariat should take necessary steps to bring the ANED into operation	AFRIC Secretariat	Deliverables timeline fully developed	AFRIC201	No longer applicable	Supplemented by Cmc 23/23 followed by Cmc 24/23, Cmc24/20, Cmc24/20, Cmc24/20	ANED		AND			
Conclusion 2012:	Collaborative cooperation and coordination	This is in order to facilitate collaborative cooperation. States: a) Consider application of ICAG guidelines material, including Chapter 19B and other such material with their military counterparts; b) Adopt a Flexible Use of Airspace (FUA) approach, as established (prohibited, restricted or danger area) such that those areas are controlled on a temporary basis, taking into account the needs of civil aviation; c) Establish a legal framework to regulate effective coordination between civil and military authorities; d) Incorporate elements of civil-military cooperation in the training syllabus of both civil and military air traffic service personnel; and e) Constantly review the existence of prohibited, restricted or danger areas pursuant to LMAAT (1988) Recommendation 271.	Status	Effective civil-military cooperation	AFRIC21	No longer applicable	Conclusion superseded by conclusions 23/24/23 and 24/23	CAC, FAO, ICAO	AFSA SAN				
Conclusion 2013:	Resolution of safety issues in the airspace over South Sudan	This: a) South Sudan be urged to take necessary measures in matter of agency, to effectively address safety issues in the airspace as identified by ICAO and AFACAC; b) ICAO and AFACAC are requested to continue engagement with South Sudan in order to make the assessment being provided more effective; and c) Urgent parties States and Organizations supporting South Sudan in the field of civil aviation to work more closely with ICAO in order to coordinate their efforts and assist progress in addressing the safety issues.	South Sudan ICAO/AFACAC	Enhanced safety in South Sudan airspace	AFRIC21	No longer applicable	South Sudan airspace is undergoing upgrade work on services and infrastructure with the support of ICAO. Incidents have significantly reduced.	ICOTI SUDAN	AFSA SAN				
Conclusion 2014:	Regional PBN Implementation Plan	This: a) The Regional PBN Implementation Plan should be updated based on ANED check findings; b) The updated Regional PBN Implementation Plan is submitted to the AFRIC Project Coordinating Committee (APCC) for endorsement on behalf of AFRIC and forwarded to States to guide implementation.	AFRIC Secretariat AFRIC Secretariat AFCC states	Updated APBN Implementation Plan Harmonized PBN implementation	AFCC/AFRIC21 meetings	No longer applicable	PBN Plan was adopted through APCC	PBN	AFSA SAN				
Decision 2015:	Regional Performance Based Navigation (PBN) Implementation Strategy	This, by the AFRIC Secretariat supports the development of Regional PBN Implementation Strategy to speed up PBN implementation in order to identify Potential GCI global goals, through coordinated effort of stakeholders including States, ICAO Regional Office, CAC and airports users (AFRICA, IATA).	AFRIC Secretariat	Plan-10	AFCC/AFRIC21 meetings	No longer applicable	PBN implementation strategy incorporated in the AFI PBN plan and implementation monitoring follow-up by the AFI PBN ACFAA PART and CAAD secretariats.	PBN	AFSA SAN				
Conclusion 2016:	Optimization of the functions of the African Flight Procedures programme (AFPP)	This, in order to attain optimum benefits from the AFPP and to effectively support progress in the implementation of PBN in the region: a) African States are urged to approach the AFPP to establish how best they could participate in the Programme and its benefit from its implementation; and b) The AFPP also concerted effort to provide information and consult States on taking advantage of its establishment and functions and services.	Status report	States participation in the AFPP	AFRIC21 AFCC/AFRIC21 meetings	No longer applicable	All States have joined AFPP. The process of consultation is being followed by the AFPP Management Office.	PBL, AFPP	AND	AFPP			
Conclusion 2017:	Support to the African Flight Procedures Programme	This, in order to provide the AFPP with resources to effectively discharge on its mandate: a) African States are urged to second qualified staff to the AFPP; and b) Member States of the AFPP are urged to pay fee contribution to the AFPP annually in the beginning of the year or as agreed with the AFPP.	Status	Supports AFPP self-sustainability	AFCC/ AFRIC21 meetings	No longer applicable	10 States such as Uganda have seconded qualified staff to AFPP. 10 Payment of contributions is an ongoing process that is followed by the AFPP Management office and reported to AFRIC annually.	AFPP, PBN	AND	AFPP			
Conclusion 2018:	Comprehensive measures to improve the AFPP's safety levels	This, in order to effectively and sustainably address the ATC/EASA safety levels, AFI States promote the effective implementation of the following measures: a) Incorporates Strategic Levelled Risk Assessment (SLRA), using the safety benefits thereof where relevant, has been implemented; b) Ensure adequate safety assessments, with particular attention to covering gaps, before implementing new ATC systems; c) Take necessary action to improve reporting and investigation of incidents; d) Prioritize the implementation of ATC New Safety Data Communications (ASDC) to reduce coordination failures between ATC and flight operations; e) Regularly to strictly enforce SOPs and appropriate permissions relating to overall EYSS approach and operations.	Status	Enhanced EYSS approach safety management TSL	AFCC/AFRIC21 meetings	No longer applicable	RAGS MIB Core ROL, AFRIC 21 Core 23/24, 23/25, Core 24/27, AFRIC 23 RAGS AFI & Core 24/27, AFRIC 23/25, Core 24/28.  Conclusions to be updated and reformulated to include KPIs for effective monitoring. a) Core 23/26, Core 24/28 and Core 24/29 (CAC/ICAO/UNEP).  Conclusion 24/28 Consultation note and conclusion 24/28 (CAF/ICAO/UNEP) to the TSM OF Africa and annual reports prepared on the basis of implementation and impact on safety improvement in WGSAM program.	EYSSM SLOP ASOC	AFSA SAN			<div>State Secretariat and Headquarters a) ... b) ... c) ... d) ... e) ... f) ... g) ... h) ... i) ... j) ... k) ... l) ... m) ... n) ... o) ... p) ... q) ... r) ... s) ... t) ... u) ... v) ... w) ... x) ... y) ... z) ... aa) ... ab) ... ac) ... ad) ... ae) ... af) ... ag) ... ah) ... ai) ... aj) ... ak) ... al) ... am) ... an) ... ao) ... ap) ... aq) ... ar) ... as) ... at) ... au) ... av) ... aw) ... ax) ... ay) ... az) ... ba) ... bb) ... bc) ... bd) ... be) ... bf) ... bg) ... bh) ... bi) ... bj) ... bk) ... bl) ... bm) ... bn) ... bo) ... bp) ... bq) ... br) ... bs) ... bt) ... bu) ... bv) ... bw) ... bx) ... by) ... bz) ... ca) ... cb) ... cc) ... cd) ... ce) ... cf) ... cg) ... ch) ... ci) ... cj) ... ck) ... cl) ... cm) ... cn) ... co) ... cp) ... cq) ... cr) ... cs) ... ct) ... cu) ... cv) ... cw) ... cx) ... cy) ... cz) ... da) ... db) ... dc) ... dd) ... de) ... df) ... dg) ... dh) ... di) ... dj) ... dk) ... dl) ... dm) ... dn) ... do) ... dp) ... 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Conclusion 2019:	Implementation of SLOP	This, AFI States: a) As a matter of urgency, should take necessary measures to implement existing hazard alert procedures (SLOP) to ensure compliance with the provisions of PANS-OPS Doc 4488, Chapter 19 and ICAO Circular 371 and b) Seek assistance from ICAO or the AFI in order to ensure that the initial publication meets the relevant ICAO provisions.	Status	Enhanced EYSS approach safety management TSL	AFCC/AFRIC21 meetings	No longer applicable	Part of ARIMA TSM Annual update presented by ARIMA at each joint AFRIC/RAGS-AFI Meeting.	SLOP ARIMA	AFSA SAN			<div>Reformulated and consolidated in one conclusion as per Conclusion 23/28</div>	<div>Percentage of AFI States that have implemented SLOP. Number of requests for assistance made to ICAO or the ARIMA.</div>
Conclusion 2020:	Establishment of a Project Team for the implementation of state-led safety monitoring and reporting agency (SC-SMR)	This: a) A Project Team comprised of Civil Aviation Team Leaders (Ethiopia, ARSENIA, South Africa, Seychelles, AFSA and IATA) be established to identify and propose the main functions of an ATC/CIRA, the appropriate organizational framework and a suitable cost-effective funding mechanism; and b) The Project Team Leader should provide a report of the activities of the project, which are to be timely done through electronic conference to the Secretariat for submission to the APCC and the outcome should subsequently be submitted to AFRIC21.	AFRIC Project Team	Effective and sustainable state-led monitoring mechanism	AFCC/ AFRIC21 meetings	Not applicable to AND IS	Project moved to RAGS AFI	SL DATA LINE, IATA, UN	ISM				
Conclusion 2021:	Coordination for air-segment service planning and implementation	This is to enhance safe and efficient air-segment service. AFRIC should consider appropriate measures to ensure effective coordination of planning and implementation (air-segment service (AGA, AB, ATM, CNS, SAR and MET)).	AFRIC	Coordinated implementation of AGS requirements	AFCC/ AFRIC21 meetings	No longer applicable	Project approach adopted by AFRIC 21	AND					
Conclusion 2022:	Application and Development of the AIR eAP	This: a) AIR eAP apply the new Regional Air Navigation Plan Template approved by the ICAO Council; and b) The Secretariat: 1) Develop AIR eAP Volumes I, II and III in consultation with States by 29 February 2024, based on the material developed by AFRIC Sub-groups; and 2) Initiate the corresponding proposals for amendment as per applicable procedures.	AFRIC AFRIC Secretariat AFRIC Secretariat States	AIR eAP Template Finalized AIR eAP Volumes I, II and III AFRIC Secretariat	AFRIC20 29 February 2023 31 March 2024	No longer applicable	Completed an AIR eAP I and Vols I and II as envisaged. Supplemented by Cmc 23/23 amended by Cmc 23/24, Cmc 22/20, and Cmc 24/20	ANSP, AAP	AND				

[illegible]





Conclusion 2202:	Revised AFJ SBR Code Management Plan (CMP)	That the amendment proposals in the AFJ SBR Code Management Plan (CMP) provided at Appendix 4B to the report are endorsed; b) The Secretariat should initiate and disseminate the revised CMP and initiate the consequential amendments to the AFJ Air Navigation Plan (ANP), ensuring coordination as necessary between the CAO AFJ and adjacent Regions; and c) In consultation with States, the Secretariat should monitor substantial developments such as air traffic increase, airspace restructuring, operational requirements, etc. and ensure that the proposal for amendment to the ANP are related to a timely manner	State Secretariat/ Secretariat	Implementation of the revised CMP	AFR022 AFR023	Secretariat	Completed On-going PFA has been initiated and is at CAO HQ level	No longer applicable			AFM SAR			
Conclusion 2204:	SBR Code Occupancy Time	That a) Effective November 2022, the protection period with changes from two hours to two hours; Protection period of time that this applied with respect PFA should be justified by need taking into consideration of such factors as flight safety, security, PFA/Efficiency of airspace as applicable, and workload to avoid safety measurement in accordance with CAO safety management provisions; and b) The Secretariat take necessary measures to amend the SBR code allocation table in the AFJ ANP Doc 7474	CAO Secretariat	Implementation of the revised SBR CMP Revised CMP and AFJ ANP Doc 7474	8 Nov 2022 AFR022 AFR023	ASCAAF project team and Secretariat	On-going workshop held on 27 - 29 January 2022. SBR code allocation revised and Doc 7474 Annex amended	Not applicable to AAO 55	Concluded by Conc 25.06	SAR CODE		AFM		
Conclusion 2205:	Collection of data on traffic volume and patterns in the AFJ Region and its interface with other CAO Regions	That The AFJCA Traffic Forecast Group (TFG), with support of the Air Transport Committee (ATC), take necessary action to collect traffic data from States and traffic forecasts, in order to assess the relevance of the traffic information and data for use in reviewing the AFJ SBR CMP elements	TFG/ATC	Adequate traffic data for use in evaluation	AFR022 AFR023	AFR02 Secretariat	Pending requests input from the AFJCA TFG	No longer applicable	Concluded by Conc 25.06	SAR CODE		AFM SAR		
Conclusion 2206:	Workshops to Facilitate Implementation of the Revised SBR Code Management Plan	That ICAO ECAF and WACAF Regional Offices arrange for Workshops by 31 March 2022 to provide knowledge and experiences on the revised CMP and facilitate coordination between AFJ Units	Secretariat	Technical competency within the video	21 March 2022	Secretariat	Completed Workshop held on 27-31 January 2022 Two other Final Plenary readings held in September and October 2022	No longer applicable	Concluded	SAR CODE		AFM SAR		
Conclusion 2207:	Implementation and Funding of States PBR Implementation Plan	That States have not already done so, are urged to review their PBR implementation plans to ensure that: a) They are sufficiently robust and detailed to effectively support implementation; and b) They are formally accepted at the appropriate level of the State/ANSP and are accordingly funded	Secretariat	Implementation of PBR National Plans	AFR022 AFR023	AFJP	On-going the PBR programme is coordinated through the AFJP	No longer applicable	The level of RMP has reached 87% in the AFJ region, which means that States have implemented this conclusion in a satisfactory manner	PBR		AFM SAR		
Conclusion 2208:	Implementation of PBR with CDD and CDD	That a) States that have not already done so, are urged to coordinate with the CAO AFJP for the review and coordination of plans of their PBR - CDD/CDD procedures; and b) CAO agencies continue to provide the requisite knowledge and assistance to facilitate PBR - CDD/CDD implementation in the AFJ Region	State States and AFJP Secretariat	Effective implementation of CDD/CDD with coordinated TUG/Instrument Runways to have PBR procedures by end of 2022. CDD/CDD Instrument Runways to have PBR Procedures by end of 2022.	AFR022 AFR023	AFJP Secretariat	On-going <b>On-going implementation of CDD/CDD with coordinated TUG/Instrument Runways to have PBR procedures by end of 2022. CDD/CDD Instrument Runways to have PBR Procedures by end of 2022.</b>	No longer applicable	CDD and CDD are part of AFJP's activities applicable to the AFJ region and reported in the AFJ ANP Instrument and the AFJCA TUG. Besides, workshops on CDD/CDD are regularly conducted by AFJP and the rate of implementation improved annually	CDD, CDD, PBR		AFM SAR		
Conclusion 2209:	Follow-up on the AFJ Plan SAR Projects for AFJ States	That a) AFJ States i) Expedite the development and coordination of their SAR plans, which should include the agencies that would be involved in supporting SAR operations; ii) Coordinate closely with the authorities responsible for SAR in adjacent States and arrange to organize the SAR workshop as coordinated between the AFJCA and WACAF Regional Offices; b) The AFJCA and WACAF Regional Offices (RCA) framework to pursue signing of existing SAR agreements where high level intervention is required; c) Having adequate SAR expertise and resources to assist other States, upon request, in meeting their SAR requirements and capabilities; and d) AFJCA Annex SAR requirements as part of their pre-operational assessment and technical parameters to States/ ANSPs	State States and RCA States Air Operations	Effective implementation of CDD/CDD with coordinated TUG/Instrument Runways to have PBR procedures by end of 2022. CDD/CDD Instrument Runways to have PBR Procedures by end of 2022.	AFR022 AFR023	Secretariat AFR02 Secretariat AFR02	On-going Projects achieved under the AFJCA and the AFJ RCA framework. The regional SAR workshop held with all AFJ States on 26-28 April 2022 in Sharm, Egypt. A workshop held on 8 Oct 2022 and 12 Nov 2022 in addition to the plan. 10 States provided feedback on the development of SAR plans. Gap analysis and 80% as well as establishment of national SAR Committee. The AFJCA TUG was established with experts from ECAF region Kenya, Mauritius, Seychelles and Uganda.	No longer applicable	Conclusion to be updated and reformulated to include KPIs for effective monitoring	SAR AGREEMENTS	AFM SAR			64 % of States with published national SAR Plan. 85 % of SAR agreements signed by AFJ States.
Conclusion 2210:	Reduction of the Mitigation PFA from Standby to Standby	That a) States are urged to ensure that necessary safety assessments are carried out and applicable mitigations implemented in accordance with the provisions of Annex 11, Annex 19 and PANS-ATM Doc 4444, before the implementation of any operational changes, including the implementation of air traffic services and ATIS/CPDLC; b) In order to minimize the risk of safety degradation during the ATIS/CPDLC tests, such tests be provided by implementation of air traffic control services; c) ICAO is requested to continue providing guidance and assistance to States and the PDS, as necessary; d) Somalia/AFS should continue to inform airspace users of the location and availability of associated services in a timely manner; and e) Airspace users are requested to report incidents in the State, ICAO and CAO for necessary follow-up action, including mitigation measures	Secretariat Secretariat Secretariat Secretariat	Implementation of CDD/CDD with coordinated TUG/Instrument Runways to have PBR procedures by end of 2022. CDD/CDD Instrument Runways to have PBR Procedures by end of 2022.	AFR022 AFR023 AFR023 AFR023	AFR02 Secretariat AFR02 and CAO	On-going Reduction test plans, the upgrading of the airspace ranging through the CAO TUG project. States should by COVID-19 travel bans affecting experts' ability to travel to the	No longer applicable	Mitigation AIC was introduced from Nairobi to Mitigation and reported as AFR022	ADS-C, CPDLC		AFM SAR		
Conclusion 2211:	Efforts to Address Airborne Traffic Service Delays	That The concerned AFJ ANSPs establish Service Level Agreements (SLAs) with users and contractors to clarify measures to address airborne traffic service (AMS) performance	AFJCA & Air Operations	Review of SLAs through the implementation of the quality and integrity of ATIS communication	AFR022 AFR023	AFJCA	SLAs to be concluded and fully comply to be concluded	Not applicable to AAO 55	Project under IIM 55	IIM - CND		AFM		
Conclusion 2212:	Establishment of the AFJ Performance Based Communication and Surveillance (PBCS) Monitoring	That a) The AFJ PBCS monitoring should be established as part of the AFJCA monitoring mechanism; b) ICAO is kindly requested South Africa, as a matter of urgency, to facilitate the inclusion of PBCS monitoring in the functions and responsibilities of the AFJ Regional Monitoring Agency (RMA) and provide necessary expertise for the technical areas (PDS and PBCS), as well as associated support to States and service providers as applicable; c) South Africa is requested to coordinate with CAO policies and in coordination with users and AFJ ANSPs as necessary and provide updates to AFJ States and ANSPs through the coordinated AFJCA framework; d) The Secretariat is requested to facilitate early establishment of the AFJCA monitoring mechanism; and e) The proposed terms of reference of the RMA under the PBCS monitoring of Appendix 4C to the report be reviewed and updated as necessary; f) PBCS monitoring should be established as part of the South African Regional Monitoring Agency (SARMA) monitoring mechanism	AFJCA CAO RMA Secretariat Secretariat Secretariat	Implementation of CDD/CDD with coordinated TUG/Instrument Runways to have PBR procedures by end of 2022. CDD/CDD Instrument Runways to have PBR Procedures by end of 2022.	AFR022 AFR023	Secretariat	Completed. South Africa letter sent to South Africa for RMA to take up the monitoring responsibility. Ref ECAF 428-048 dated 17/02/2022 Review of RMA TUGs included in the SL ECAF 428-048 dated 17/02/2022	No longer applicable	Team meeting by subsequent related conclusions	AFR02				

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Conclusion 23/7	Agreement of State SAR Plans of Contact and Submission of National SAR Plans	That, in order to expedite the implementation of the SAR measures and ensure an effective coordination of SAR in the region: a) States, which have not yet done so, to re-submit SAR Plans of Contact (SPOC) and communicate the nominees to the ICAD Regional Office as a matter of urgency; b) States establish National SAR Coordinating Committees and ensure implementation of the SAR improvements; c) States, that have not already done so, complete and submit National SAR Plans to their ICAD Regional Office by 31 March 2021, and d) the ICAD Regional Office coordinate the development of a harmonized A1 regional SAR plan.	ICAD States and Organizations	List of A1 SPOCs State reports on SAR Committees National SAR Plans A1 Regional SAR Plan	Workshop conducted and Templates developed. Ongoing nomination of SPOC	No longer applicable	No longer applicable, all States have designated their SPOC. However the status of submission of the national SAR plans is an ongoing process which is reported annually by the ICAD Regional Office in coordination with the SAR TET.	SAR PLANS		ATNA SAR		
Conclude 23/8	Improved Civil/Military coordination	That, in order to improve Civil/Military coordination and ensure: (a) ICA conduct a Civil/Military cooperation workshop by 30 April 2021; and (b) States establish Civil/Military Cooperation Committees, develop Civil/Military Mutual and Standard Operating Procedures and a Memorandum of Cooperation (MOC) by 30 June 2021.	ICAD States and Organizations	Awareness workshop conducted State reports	30 June 2021 and APRIG/24	Civil/Military awareness workshop conducted	Not valid	Conclusion outdated and to be updated and reformulated to include ICPs for effective monitoring	CMC		AND	Military coordination
Conclude 23/9	Process and Procedures for Overflight Clearance	That, in order to foster improvement in the approval process of over-flight clearance and in view of the COVID-19 pandemic related and recovery: a) States be encouraged to review their authorization procedure for overflight clearance (OVC) for cost-effectiveness with a view to granting speedy approval to scheduled and non-scheduled flights; b) States be encouraged to publish a globally simplified and standardized process taking advantage of automation in order to expedite OVC approval process and issuance of overflight clearance/permits; and c) States be encouraged to include provisions for overflight clearance (OVC) and non-stop flights stages in the bilateral Agreements (BAGs) and Multilateral Agreements to include such exceptions as may be suitable for their airline's operations.	States, ATNA, ICAD	States submit OVC approval process	APRIG/24	ATNA is coordinating this process	No longer applicable	Under RASG-AFI	OVC, COVID		APRIG	
Conclude 23/10	Implementation of Airspace Operation projects and ASBU Module	That, in order to improve the Projects implementation efficiency and avoid duplication of efforts, and based on findings between Projects 2, 3, 4, 5 and 7 and merged with the awareness certification Project as per Appendix 2F and 2G to the report.	ICAD States and Organizations	Reorganized merged project teams	Oct-20	Project teams have been reorganized and are currently meeting. Awaiting Project team documents	No longer applicable	Completed	ASBU		ADP	
Decision 23/11	Implementation of Airspace Operation Projects and ASBU Module	That, in order to foster the implementation of the Projects: a) The Project Teams composition be revised, so Project Teams be tasked to coordinate the development for revision of project documents and implementation strategies in collaboration with the Secretariat before 15 July; c) The Project Teams report quarterly on the progress made in the implementation of the projects to the AAO/SG; and d) The Secretariat circulate a follow-up State letter to concerned States and organizations, requesting the formal nomination of Project Teams members and reminding them to provide adequate support to the Project Teams activities.	a) APRIG b) ICAD States and Project c) ICAD d) ICAD	a) APRIG/23 Report b) Revised Project documents c) Project teams reports	May-21	Project teams are currently meeting to revise project documents and report to RD-AGA.	Not valid	Project documents are still under review. Conclusion needs to be reformulated to update the deadline	ASBU		AND	ASBU
Conclusion 23/12	CART Recommendations relevant to AAO/SG Activities	That, in order to support the Restart and Recovery of the air transport industry: a) States be urged to ensure appropriate implementation of the CART recommendations of relevance to Airspace and Airspace Operations and; b) States monitor, document, and report their progress through the OVCs, and review AAO/SG to ensure their updates along with the resumption of air operations.	a) ICAD b) States	a) State letter from ICAD b) State on the CMC platform	Feb. 2021	State letter sent. Updates on OVCs and NOTAMS are an ongoing process	Not applicable to AAO/SG	Closed with the lifting of COVID-19 restrictions			IM	
Conclusion 23/13	Enhancement of the survey questionnaire for the Aviation Infrastructure Gap Analysis	That, in order to harmonize the conduct of the Aviation Infrastructure Gap Analysis, the survey questionnaire pertaining to Airspace and Airspace Operations for the conduct of Aviation Infrastructure Gap Analysis be endorsed.	APRIG	Adopted APRIG 23 Report	Nov-20	Survey questionnaire endorsed	No longer applicable	Completed	ASBU, SANAEIS, ATNA, GAP ANALYSIS		AND	
Conclusion 23/14	Data collection for Air Navigation Gap analysis	That, in order to speed the implementation of the outcomes of the 2019 Aviation Infrastructure for Africa State Analysis Workshop: a) ICAD Regional Office circulate letters to States for data collection for the 25-year gap analysis horizon exercise; and b) States are urged to respond to the questionnaires upon receipt of States letters.		Report of the status of aviation infrastructure in Africa 08 July Questionnaire 12 July Finalization of		Ongoing - proposed activities are yet to be implemented	Not valid		ASBU, SANAEIS, ATNA, GAP ANALYSIS		ADP	AAO/SG
Conclusion 23/15	Establishment of mechanism for an integration reports	That, in order to provide assistance to States in filling the AAO/SG: a) ICAD Regional Office organize a workshop to conduct States on filing of AAO/SG be organized, by 31 March 2021; and b) States establish a mechanism for the collection of data to ensure annual reporting to the ICAD Regional Office of air integration updates, improvements and modernization, in particular information on status of implementation of ASBU modules.	a) ICAD b) States	a) ICAD submitted to States b) AAO/SG Workshop on possible use of the GAP	14	Ongoing - proposed activities are yet to be implemented	No longer applicable	Superseded by Cond 23/20	ASBU		AND	
Conclude 23/16	Nomination to ASBU Core Membership	That, in order to maximize active participation of States in the APRIG projects, States willing to contribute to the Sub-Group activities as core members, should send letters of nomination with the CVs of the nominees to the ICAD Regional Office.	States	Letter Nominating Reports to be part of Core Membership	01-06-21	Awaiting States to send letters of nomination and CVs to the members of Sub-Group activities and Core members	Not valid	Conclusion to be updated and reformulated to include ICPs for effective monitoring	APRIG SUB-GROUP, PROJECT TEAMS		AND	APRIG bodies Team
Conclusion 23/17	Coordination of Regional AAO and IM Projects Regional	That, in order to comply with AAO operational requirements: a) each TFC, with the support of the Secretariat regularly reviews the project documents, identify and act upon IM project linkage with AAO Projects and coordinate linkage meetings amongst Project Teams; and b) the Project Teams identify coordination actions to be undertaken in order to prevent duplication and ensure harmonization of the implementation of ASBU modules and threads.	Completed matrix		24-08-21	Ongoing - the linkage matrix is yet to be finalized	No longer applicable	Superseded by 24/25	PROJECT TEAMS, ASBU		AND	
Conclusion 23/22	Enhancement of AAO/SG Management process and minimum Reporting Areas examination of focal points	That, in order to support the implementation of the Uniform Methodology for the identification, assessment and reporting of deficiencies: a) the AFI Air Navigation Deficiency Database management process as well as the revised minimum reporting areas are endorsed; and b) States and Organizations that have not yet done so are urged to nominate as a matter of urgency, not later than 31 January 2021, focal points for interaction with the AAO/SG.	a) APRIG b) States			States have nominated focal points but not all focal points are able to interact with the system	No longer applicable	As Completed As Outdated	AAO/SG		APRIG	
Conclusion 23/23	Nomination of RVSM focal points and submission of data to ARMA	That, in order to improve the submission of RVSM data to ARMA, States that have not already done so nominate focal points for RVSM and update ARMA using an F form by 31 December 2020.	States and ARMA/ICAO			States have nominated focal points but not all focal points are providing data	No longer applicable	Conclusion already followed up by ARMA and report on status of focal points is provided annually at AASPG. Proposed KPI (column V) should be de only means of follow up.	RVSM		ATNA SAR	States with updated RVSM
Conclude 23/24	Implementation of SLOP as discussed for CNA/CS	That, in order to add the safety aspects to the Blended Collision Risk Assessment, AFI States that have not already done so publish AFI SLOP by 31 December 2020 for the implementation of SLOP as per 25 February 2021.	States and ARMA/ICAO	AFI Publications on SLOP implementation		There is improvement in SLOP implementation however not all States have implemented SLOP. Actions for the states that have not yet implemented	No longer applicable	CNA and SLOP reported annually by ARMA. Proposed KPI (column V) should be de only means of follow up.	RVSM SLOP		ATNA SAR	Percentage of States that are ready to implement SLOP to data, following AFI SLOP publication.
Conclusion 23/25	Adoption of new ARMA form F2 and F3	That, in order to improve the process of RVSM and FOCs monitoring by States and ARMA, the new ARMA form F2 and Form F3 which include both RVSM and FOCs Approvals are adopted for use by States as applicable for RVSM/FOCs approval, amendment and withdrawal.	ARMA/ICAO	ARMA form F2 and F3 circulated		Awareness workshop conducted and templates developed and adopted by APRIG 23	No longer applicable	Concluded by APRIG 25	RVSM, ARMA		ATNA SAR	
Decision 23/26	Reduction of Trans-Regional Large Haulage Operations	That, in order to assist the RTAs in their efforts to reduce LTH: a) Trans-Regional Large Haulage Decision, ICAD/ATNA and MEI/ICAF, and the AFI and MEI Regional Monitoring Agencies continue to: (i) engage the appropriate ATS authorities of Austria, Albania, Macedonia and Tunes FTR; and (ii) assist them in taking appropriate action for a significant reduction of the high number of Trans-Regional Large Haulage Operations.	ARMA/ICAO/CAF and MEI	Coordination Meeting held	ICAD IS ME/RO/023 sent to all 37 States on 4 November 2020. A SAT Special meeting on 14 July 2021 will review and adopt the new working structure	Awareness workshop conducted on 13 July 2020 inter-regional CM held on 8 July 2020. 20th and 21st not represented	No longer applicable	Completed	RVSM LHD		ATNA SAR	

APR/24 Conclusion 2437	Formalization and improvement of air traffic services over the entire Atlantic	That, in order to improve operations and safety of flights, States in the SAT zone under consideration: (a) be urged to implement actions necessary for the harmonization and improvement of air traffic services over the entire Atlantic; (b) review and provide their comments to the Secretariat on the proposed SAT working structure contained in Appendix DMS; (c) submit their occurrence reports, including large flight deviation reports, as well as their monthly data returns to the respective regional monitoring agencies; and (d) provide further guidance on collaboration among the various ICAO Regions to facilitate improvement of air traffic services over the entire Atlantic.	ICAO Regional Offices/States/Authorities	(a) Identified programmes including PACS, ASPPs, TFRs and operations; ATM Contingency Plans, ASPP and CSPP are ongoing (b) ICAO AC 90-80-223 sent to all SAT States on 4 November 2020; ASPP Special meeting on 14 July 2021 will review and adjust the new working structure.	By Nov 2020 for RSM data submission 14 July 2021 for adoption of new structure.	Reports from States on-going The 14 July 2021 meeting to adopt new structure.	No longer applicable	The SAT has been restructured and the implementation procedures harmonized under SAT IMG and SAT SOG. This conclusion is no more relevant. Update on SAT development is provided at each APRWG Meeting	SAT, INTER-REGION	ATM-SAR			
Conclusion 2439	Publication of the APRWG Air Navigation Report -10/03/2020	That, in order to ensure timely release of the AFI Annual Air Navigation Report (ATNAR, AFI/CAN, AFI/NA, AFI/RS, IATA and CANSA) contains their representations to the Annual Air Navigation Reporting Team (AANRT) by 11 March 2021; (b) States and Organizations willing to provide their contribution to the APRWG Air Navigation Report 2019-2020 submit such contribution to the Secretariat by 11 December 2020.				Ongoing	No longer applicable	Completed	ASPP, ASPP, ASPP	APRWG			
APR/24 Conclusion 2441	Decision of the C-Chairperson and Vice-Chairperson of the A-Group	That, By order to public the decision of the Sub-Group, Mr. Billy Dubugnon (Chapman's Republic of Congo) and Nallan Kallala (Zambia) (both) were elected as Chairperson and Vice Chairperson of the Sub-Group, respectively.	APR/24	Chairperson and Vice Chairperson of the Sub-Group elected			No longer applicable	Completed	APRWG Sub-Group	ASO			
APR/24 Conclusion 2445	Implementation of the AFI ATM Master Plan (A-ATMP)	That, Towards the completion of the AFI ATM Master Plan (AATMP), The Vision Document and the AFI Contingency Operations (CONOPS) document: (a) States/Organizations to submit by 11 December 2021, the availability of projects submitted for AFI ATM Master Plan (AATMP) project members to submit with the project or alternative suitable alternatives and ensure their effective participation as project team members; and (b) The Secretariat in coordination with the Project Team to present the final draft of the AFI ATM Master Plan to APRWG25	ICAO Secretariat Aerospace Organization	New members First draft of the AFI ATM Master Plan submitted to APRWG25	APR/24		No longer applicable	(a) completed, ASAMP PMT established and running (b) completed, first draft AFI Master Plan endorsed at APRWG. The project team is working on the final version to be presented at AASPG/1	ASAMP-ATM, AMS SUMMIT, SEARLESS	ATM-SAR			
APR/24 Conclusion 2486	Review of the AFI ATM Contingency Plan (AFI ATM CP)	That, To ensure the availability of information pertaining to the AFI ATM Contingency Plan: (a) States that have not done so are urged to review and publish their national ATM Contingency Plan by 11 December 2021; and (b) States to establish and link their National ATM Contingency Plan to the ICAO Workshop of ATM Contingency Plans, by 11 December 2021.	C-Contingency States	(a) 25% of signed CP received. Some still outdated. (b) ICAO webpage ready, pending data from States	4 JUL2022 6 JUL2022	—	Not applicable	(a) partially completed (b) partially completed. This conclusion is still valid. Proposed KP (columns VI) should be the only means of follow up	CP	ATM-SAR			96 % of States with published contingency plans 96 % of States with their national ATM Contingency Plan linked with ICAO
APR/24 Conclusion 2487	Review of the AFI ATM Contingency Plan (AFI ATM CP)	That, To ensure the availability of information pertaining to the AFI ATM Contingency Plan, the second version of the AFI ATM Contingency Plan is Appendix 2 to the AATMP Report is submitted.	APR/24	Second Version of the AFI ATM Contingency Plan submitted	APR/24	—	No longer applicable	Completed	CP	ATM-SAR			
APR/24 Conclusion 2488	Implementation of the AFI Free Route Airspace (AFI FRA)	That, In order to foster a harmonized implementation of the AFI FRA within the respective countries, States that have not already done so, to complete the FRA Gap Analysis checklist and forward to ICAO Regional Office as a matter of urgency, using the provided format: <a href="https://www.surveymonkey.com/r/AFI-FRA-2021">https://www.surveymonkey.com/r/AFI-FRA-2021</a> AFI FRA Gap Analysis Checklist	States	Gap Analysis completed and report provided		—	No longer applicable	Completed report provided to APRWG25		ATM-SAR			
APR/24 Conclusion 2489	Implementation of the AFI Free Route Airspace (AFI FRA)	That, in order to foster a harmonized implementation of the AFI Free Route Area (FRA) within the respective countries, the meeting members to the draft of the FRA CONOPS to be submitted to the Secretariat by 11 December 2021.	APR/24	AFI FRA CONOPS endorsed		—	No longer applicable	Completed	PBN, FRA	ATM-SAR			
APR/24 Conclusion 2490	Improvement of Search and Rescue Services in the SAT Region	That, in order to have an improved and harmonized implementation of the Search and Rescue Services in the SAT region: (a) the AFI SAR Plan is Appendix 29 to this Report to be endorsed; and (b) States are urged to harmonize their National SAR Plans with the Regional SAR Plan by 28 September 2021	APR/24	29 States	4 JUL2021 6 JUL2021	—	No longer applicable	SAR TET and ICAO are supporting States in the development and publication of their national SAR plan. An annual report is provided on the status of progress	SAR	ATM-SAR			
APR/24 Conclusion 2491	Implementation of the AFI SAR C-IMP	That, in order to ensure the smooth implementation of the adopted AFI SAR C-IMP, States to provide awareness, all stakeholders on all stakeholders on the implementation date of 1 December 2021.	States		11/12/2021	—	No longer applicable	Completed.	SSR CODE	ATM-SAR			
APR/24 Conclusion 2492	Optimization of the AFI Search Services in the AFI Free Route Airspace	That, in order to optimize the AFI Free Route Airspace structure in the AFI Free Route Airspace and foster the harmonized implementation of the RANS, RNSP, and RNSP: (a) ICAO/CANSA, IATA and AFI/RS to collaborate and conduct a survey of current responses in the AFI region to facilitate implementation and planning of aviation operations; (b) ICAO/CANSA, IATA and AFI/RS to specify the operational requirements for RANS, RNSP and RNSP implementation by 21 March 2021; (c) ICAO/CANSA, IATA and AFI/RS to coordinate with ICAO, IATA, AFI/RS and the AFI/RS to identify needs; (d) States to ensure the safety of the upper airspace and transit to the upper airspace and transit to the upper airspace; (e) ICAO/CANSA, IATA and AFI/RS to conduct a survey of current responses in the AFI region to facilitate implementation and planning of aviation operations; (f) ICAO/CANSA, IATA and AFI/RS to specify the operational requirements for RANS, RNSP and RNSP implementation by 21 March 2021; (g) ICAO/CANSA, IATA and AFI/RS to coordinate with ICAO, IATA, AFI/RS and the AFI/RS to identify needs; (h) States to ensure the safety of the upper airspace and transit to the upper airspace and transit to the upper airspace; (i) ICAO/CANSA, IATA and AFI/RS to conduct a survey of current responses in the AFI region to facilitate implementation and planning of aviation operations; (j) ICAO/CANSA, IATA and AFI/RS to specify the operational requirements for RANS, RNSP and RNSP implementation by 21 March 2021; (k) ICAO/CANSA, IATA and AFI/RS to coordinate with ICAO, IATA, AFI/RS and the AFI/RS to identify needs; (l) States to ensure the safety of the upper airspace and transit to the upper airspace and transit to the upper airspace; (m) ICAO/CANSA, IATA and AFI/RS to conduct a survey of current responses in the AFI region to facilitate implementation and planning of aviation operations; (n) ICAO/CANSA, IATA and AFI/RS to specify the operational requirements for RANS, RNSP and RNSP implementation by 21 March 2021; (o) ICAO/CANSA, IATA and AFI/RS to coordinate with ICAO, IATA, AFI/RS and the AFI/RS to identify needs; (p) States to ensure the safety of the upper airspace and transit to the upper airspace and transit to the upper airspace; (q) ICAO/CANSA, IATA and AFI/RS to conduct a survey of current responses in the AFI region to facilitate implementation and planning of aviation operations; (r) ICAO/CANSA, IATA and AFI/RS to specify the operational requirements for RANS, RNSP and RNSP implementation by 21 March 2021; (s) ICAO/CANSA, IATA and AFI/RS to coordinate with ICAO, IATA, AFI/RS and the AFI/RS to identify needs; (t) States to ensure the safety of the upper airspace and transit to the upper airspace and transit to the upper airspace; (u) ICAO/CANSA, IATA and AFI/RS to conduct a survey of current responses in the AFI region to facilitate implementation and planning of aviation operations; (v) ICAO/CANSA, IATA and AFI/RS to specify the operational requirements for RANS, RNSP and RNSP implementation by 21 March 2021; (w) ICAO/CANSA, IATA and AFI/RS to coordinate with ICAO, IATA, AFI/RS and the AFI/RS to identify needs; (x) States to ensure the safety of the upper airspace and transit to the upper airspace and transit to the upper airspace; (y) ICAO/CANSA, IATA and AFI/RS to conduct a survey of current responses in the AFI region to facilitate implementation and planning of aviation operations; (z) ICAO/CANSA, IATA and AFI/RS to specify the operational requirements for RANS, RNSP and RNSP implementation by 21 March 2021;	APR/24	AFI Free Route Airspace structure in the AFI Free Route Airspace endorsed	4 JUL2022 6 JUL2022	Not applicable	No longer applicable	(a) not completed, No feedback of survey was presented (b) Not completed, ICAO is being taken care of by the PBN, AFI/RS PMT (c) partially completed, workshops conducted but there is need for more awareness workshops. Proposed KP (columns VI) should be the only means of follow up	PBN, FRA	ATM-SAR		96 % of aircraft equipped with RANS, RNSP and RNSP (b) Number of city pairs identified with RANS, RNSP and RNSP (c) Number of workshops on RNSP issues conducted per year	
APR/24 Conclusion 2493	Improvement of Search and Rescue Services in the SAT Region	That, in order to have an improved and harmonized implementation of the Search and Rescue Services in the SAT region: (a) the AFI SAR Plan is Appendix 29 to this Report to be endorsed; and (b) States are urged to harmonize their National SAR Plans with the Regional SAR Plan by 28 September 2021	APR/24	29 States	4 JUL2021 6 JUL2021	—	No longer applicable	SAR TET and ICAO are supporting States in the development and publication of their national SAR plan. An annual report is provided on the status of progress	SAR	ATM-SAR			
APR/24 Conclusion 2494	Implementation of the AFI SAR C-IMP	That, in order to ensure the smooth implementation of the adopted AFI SAR C-IMP, States to provide awareness, all stakeholders on all stakeholders on the implementation date of 1 December 2021.	States		11/12/2021	—	No longer applicable	Completed.	SSR CODE	ATM-SAR			
APR/24 Conclusion 2495	Optimization of the AFI Search Services in the AFI Free Route Airspace	That, in order to optimize the AFI Free Route Airspace structure in the AFI Free Route Airspace and foster the harmonized implementation of the RANS, RNSP, and RNSP: (a) ICAO/CANSA, IATA and AFI/RS to collaborate and conduct a survey of current responses in the AFI region to facilitate implementation and planning of aviation operations; (b) ICAO/CANSA, IATA and AFI/RS to specify the operational requirements for RANS, RNSP and RNSP implementation by 21 March 2021; (c) ICAO/CANSA, IATA and AFI/RS to coordinate with ICAO, IATA, AFI/RS and the AFI/RS to identify needs; (d) States to ensure the safety of the upper airspace and transit to the upper airspace and transit to the upper airspace; (e) ICAO/CANSA, IATA and AFI/RS to conduct a survey of current responses in the AFI region to facilitate implementation and planning of aviation operations; (f) ICAO/CANSA, IATA and AFI/RS to specify the operational requirements for RANS, RNSP and RNSP implementation by 21 March 2021; (g) ICAO/CANSA, IATA and AFI/RS to coordinate with ICAO, IATA, AFI/RS and the AFI/RS to identify needs; (h) States to ensure the safety of the upper airspace and transit to the upper airspace and transit to the upper airspace; (i) ICAO/CANSA, IATA and AFI/RS to conduct a survey of current responses in the AFI region to facilitate implementation and planning of aviation operations; (j) ICAO/CANSA, IATA and AFI/RS to specify the operational requirements for RANS, RNSP and RNSP implementation by 21 March 2021; (k) ICAO/CANSA, IATA and AFI/RS to coordinate with ICAO, IATA, AFI/RS and the AFI/RS to identify needs; (l) States to ensure the safety of the upper airspace and transit to the upper airspace and transit to the upper airspace; (m) ICAO/CANSA, IATA and AFI/RS to conduct a survey of current responses in the AFI region to facilitate implementation and planning of aviation operations; (n) ICAO/CANSA, IATA and AFI/RS to specify the operational requirements for RANS, RNSP and RNSP implementation by 21 March 2021; (o) ICAO/CANSA, IATA and AFI/RS to coordinate with ICAO, IATA, AFI/RS and the AFI/RS to identify needs; (p) States to ensure the safety of the upper airspace and transit to the upper airspace and transit to the upper airspace; (q) ICAO/CANSA, IATA and AFI/RS to conduct a survey of current responses in the AFI region to facilitate implementation and planning of aviation operations; (r) ICAO/CANSA, IATA and AFI/RS to specify the operational requirements for RANS, RNSP and RNSP implementation by 21 March 2021; (s) ICAO/CANSA, IATA and AFI/RS to coordinate with ICAO, IATA, AFI/RS and the AFI/RS to identify needs; (t) States to ensure the safety of the upper airspace and transit to the upper airspace and transit to the upper airspace; (u) ICAO/CANSA, IATA and AFI/RS to conduct a survey of current responses in the AFI region to facilitate implementation and planning of aviation operations; (v) ICAO/CANSA, IATA and AFI/RS to specify the operational requirements for RANS, RNSP and RNSP implementation by 21 March 2021; (w) ICAO/CANSA, IATA and AFI/RS to coordinate with ICAO, IATA, AFI/RS and the AFI/RS to identify needs; (x) States to ensure the safety of the upper airspace and transit to the upper airspace and transit to the upper airspace; (y) ICAO/CANSA, IATA and AFI/RS to conduct a survey of current responses in the AFI region to facilitate implementation and planning of aviation operations; (z) ICAO/CANSA, IATA and AFI/RS to specify the operational requirements for RANS, RNSP and RNSP implementation by 21 March 2021;	APR/24	AFI Free Route Airspace structure in the AFI Free Route Airspace endorsed	4 JUL2022 6 JUL2022	Not applicable	No longer applicable	(a) not completed, No feedback of survey was presented (b) Not completed, ICAO is being taken care of by the PBN, AFI/RS PMT (c) partially completed, workshops conducted but there is need for more awareness workshops. Proposed KP (columns VI) should be the only means of follow up	PBN, FRA	ATM-SAR		96 % of aircraft equipped with RANS, RNSP and RNSP (b) Number of city pairs identified with RANS, RNSP and RNSP (c) Number of workshops on RNSP issues conducted per year	
APR/24 Conclusion 2496	Improvement of Search and Rescue Services in the SAT Region	That, in order to have an improved and harmonized implementation of the Search and Rescue Services in the SAT region: (a) the AFI SAR Plan is Appendix 29 to this Report to be endorsed; and (b) States are urged to harmonize their National SAR Plans with the Regional SAR Plan by 28 September 2021	APR/24	29 States	4 JUL2021 6 JUL2021	—	No longer applicable	SAR TET and ICAO are supporting States in the development and publication of their national SAR plan. An annual report is provided on the status of progress	SAR	ATM-SAR			
APR/24 Conclusion 2497	Implementation of the AFI SAR C-IMP	That, in order to ensure the smooth implementation of the adopted AFI SAR C-IMP, States to provide awareness, all stakeholders on all stakeholders on the implementation date of 1 December 2021.	States		11/12/2021	—	No longer applicable	Completed.	SSR CODE	ATM-SAR			
APR/24 Conclusion 2498	Optimization of the AFI Search Services in the AFI Free Route Airspace	That, in order to optimize the AFI Free Route Airspace structure in the AFI Free Route Airspace and foster the harmonized implementation of the RANS, RNSP, and RNSP: (a) ICAO/CANSA, IATA and AFI/RS to collaborate and conduct a survey of current responses in the AFI region to facilitate implementation and planning of aviation operations; (b) ICAO/CANSA, IATA and AFI/RS to specify the operational requirements for RANS, RNSP and RNSP implementation by 21 March 2021; (c) ICAO/CANSA, IATA and AFI/RS to coordinate with ICAO, IATA, AFI/RS and the AFI/RS to identify needs; (d) States to ensure the safety of the upper airspace and transit to the upper airspace and transit to the upper airspace; (e) ICAO/CANSA, IATA and AFI/RS to conduct a survey of current responses in the AFI region to facilitate implementation and planning of aviation operations; (f) ICAO/CANSA, IATA and AFI/RS to specify the operational requirements for RANS, RNSP and RNSP implementation by 21 March 2021; (g) ICAO/CANSA, IATA and AFI/RS to coordinate with ICAO, IATA, AFI/RS and the AFI/RS to identify needs; (h) States to ensure the safety of the upper airspace and transit to the upper airspace and transit to the upper airspace; (i) ICAO/CANSA, IATA and AFI/RS to conduct a survey of current responses in the AFI region to facilitate implementation and planning of aviation operations; (j) ICAO/CANSA, IATA and AFI/RS to specify the operational requirements for RANS, RNSP and RNSP implementation by 21 March 2021; (k) ICAO/CANSA, IATA and AFI/RS to coordinate with ICAO, IATA, AFI/RS and the AFI/RS to identify needs; (l) States to ensure the safety of the upper airspace and transit to the upper airspace and transit to the upper airspace; (m) ICAO/CANSA, IATA and AFI/RS to conduct a survey of current responses in the AFI region to facilitate implementation and planning of aviation operations; (n) ICAO/CANSA, IATA and AFI/RS to specify the operational requirements for RANS, RNSP and RNSP implementation by 21 March 2021; (o) ICAO/CANSA, IATA and AFI/RS to coordinate with ICAO, IATA, AFI/RS and the AFI/RS to identify needs; (p) States to ensure the safety of the upper airspace and transit to the upper airspace and transit to the upper airspace; (q) ICAO/CANSA, IATA and AFI/RS to conduct a survey of current responses in the AFI region to facilitate implementation and planning of aviation operations; (r) ICAO/CANSA, IATA and AFI/RS to specify the operational requirements for RANS, RNSP and RNSP implementation by 21 March 2021; (s) ICAO/CANSA, IATA and AFI/RS to coordinate with ICAO, IATA, AFI/RS and the AFI/RS to identify needs; (t) States to ensure the safety of the upper airspace and transit to the upper airspace and transit to the upper airspace; (u) ICAO/CANSA, IATA and AFI/RS to conduct a survey of current responses in the AFI region to facilitate implementation and planning of aviation operations; (v) ICAO/CANSA, IATA and AFI/RS to specify the operational requirements for RANS, RNSP and RNSP implementation by 21 March 2021; (w) ICAO/CANSA, IATA and AFI/RS to coordinate with ICAO, IATA, AFI/RS and the AFI/RS to identify needs; (x) States to ensure the safety of the upper airspace and transit to the upper airspace and transit to the upper airspace; (y) ICAO/CANSA, IATA and AFI/RS to conduct a survey of current responses in the AFI region to facilitate implementation and planning of aviation operations; (z) ICAO/CANSA, IATA and AFI/RS to specify the operational requirements for RANS, RNSP and RNSP implementation by 21 March 2021;	APR/24	AFI Free Route Airspace structure in the AFI Free Route Airspace endorsed	4 JUL2022 6 JUL2022	Not applicable	No longer applicable	(a) not completed, No feedback of survey was presented (b) Not completed, ICAO is being taken care of by the PBN, AFI/RS PMT (c) partially completed, workshops conducted but there is need for more awareness workshops. Proposed KP (columns VI) should be the only means of follow up	PBN, FRA	ATM-SAR		96 % of aircraft equipped with RANS, RNSP and RNSP (b) Number of city pairs identified with RANS, RNSP and RNSP (c) Number of workshops on RNSP issues conducted per year	
APR/24 Conclusion 2499	Implementation of the AFI SAR C-IMP	That, in order to ensure the smooth implementation of the adopted AFI SAR C-IMP, States to provide awareness, all stakeholders on all stakeholders on the implementation date of 1 December 2021.	States		11/12/2021	—	No longer applicable	Completed.	SSR CODE	ATM-SAR			
APR/24 Conclusion 2500	Optimization of the AFI Search Services in the AFI Free Route Airspace	That, in order to optimize the AFI Free Route Airspace structure in the AFI Free Route Airspace and foster the harmonized implementation of the RANS, RNSP, and RNSP: (a) ICAO/CANSA, IATA and AFI/RS to collaborate and conduct a survey of current responses in the AFI region to facilitate implementation and planning of aviation operations; (b) ICAO/CANSA, IATA and AFI/RS to specify the operational requirements for RANS, RNSP and RNSP implementation by 21 March 2021; (c) ICAO/CANSA, IATA and AFI/RS to coordinate with ICAO, IATA, AFI/RS and the AFI/RS to identify needs; (d) States to ensure the safety of the upper airspace and transit to the upper airspace and transit to the upper airspace; (e) ICAO/CANSA, IATA and AFI/RS to conduct a survey of current responses in the AFI region to facilitate implementation and planning of aviation operations; (f) ICAO/CANSA, IATA and AFI/RS to specify the operational requirements for RANS, RNSP and RNSP implementation by 21 March 2021; (g) ICAO/CANSA, IATA and AFI/RS to coordinate with ICAO, IATA, AFI/RS and the AFI/RS to identify needs; (h) States to ensure the safety of the upper airspace and transit to the upper airspace and transit to the upper airspace; (i) ICAO/CANSA, IATA and AFI/RS to conduct a survey of current responses in the AFI region to facilitate implementation and planning of aviation operations; (j) ICAO/CANSA, IATA and AFI/RS to specify the operational requirements for RANS, RNSP and RNSP implementation by 21 March 2021; (k) ICAO/CANSA, IATA and AFI/RS to coordinate with ICAO, IATA, AFI/RS and the AFI/RS to identify needs; (l) States to ensure the safety of the upper airspace and transit to the upper airspace and transit to the upper airspace; (m) ICAO/CANSA, IATA and AFI/RS to conduct a survey of current responses in the AFI region to facilitate implementation and planning of aviation operations; (n) ICAO/CANSA, IATA and AFI/RS to specify the operational requirements for RANS, RNSP and RNSP implementation by 21 March 2021; (o) ICAO/CANSA, IATA and AFI/RS to coordinate with ICAO, IATA, AFI/RS and the AFI/RS to identify needs; (p) States to ensure the safety of the upper airspace and transit to the upper airspace and transit to the upper airspace; (q) ICAO/CANSA, IATA and AFI/RS to conduct a survey of current responses in the AFI region to facilitate implementation and planning of aviation operations; (r) ICAO/CANSA, IATA and AFI/RS to specify the operational requirements for RANS, RNSP and RNSP implementation by 21 March 2021; (s) ICAO/CANSA, IATA and AFI/RS to coordinate with ICAO, IATA, AFI/RS and the AFI/RS to identify needs; (t) States to ensure the safety of the upper airspace and transit to the upper airspace and transit to the upper airspace; (u) ICAO/CANSA, IATA and AFI/RS to conduct a survey of current responses in the AFI region to facilitate implementation and planning of aviation operations; (v) ICAO/CANSA, IATA and AFI/RS to specify the operational requirements for RANS, RNSP and RNSP implementation by 21 March 2021; (w) ICAO/CANSA, IATA and AFI/RS to coordinate with ICAO, IATA, AFI/RS and the AFI/RS to identify needs; (x) States to ensure the safety of the upper airspace and transit to the upper airspace and transit to the upper airspace; (y) ICAO/CANSA, IATA and AFI/RS to conduct a survey of current responses in the AFI region to facilitate implementation and planning of aviation operations; (z) ICAO/CANSA, IATA and AFI/RS to specify the operational requirements for RANS, RNSP and RNSP implementation by 21 March 2021;	APR/24	AFI Free Route Airspace structure in the AFI Free Route Airspace endorsed	4 JUL2022 6 JUL2022	Not applicable	No longer applicable	(a) not completed, No feedback of survey was presented (b) Not completed, ICAO is being taken care of by the PBN, AFI/RS PMT (c) partially completed, workshops conducted but there is need for more awareness workshops. Proposed KP (columns VI) should be the only means of follow up	PBN, FRA	ATM-SAR		96 % of aircraft equipped with RANS, RNSP and RNSP (b) Number of city pairs identified with RANS, RNSP and RNSP (c) Number of workshops on RNSP issues conducted per year	
APR/24 Conclusion 2501	Improvement of Search and Rescue Services in the SAT Region	That, in order to have an improved and harmonized implementation of the Search and Rescue Services in the SAT region: (a) the AFI SAR Plan is Appendix 29 to this Report to be endorsed; and (b) States are urged to harmonize their National SAR Plans with the Regional SAR Plan by 28 September 2021	APR/24	29 States	4 JUL2021 6 JUL2021	—	No longer applicable	SAR TET and ICAO are supporting States in the development and publication of their national SAR plan. An annual report is provided on the status of progress	SAR	ATM-SAR			
APR/24 Conclusion 2502	Implementation of the AFI SAR C-IMP	That, in order to ensure the smooth implementation of the adopted AFI SAR C-IMP, States to provide awareness, all stakeholders on all stakeholders on the implementation date of 1 December 2021.	States		11/12/2021	—	No longer applicable	Completed.	SSR CODE	ATM-SAR			
APR/24 Conclusion 2503	Optimization of the AFI Search Services in the AFI Free Route Airspace	That, in order to optimize the AFI Free Route Airspace structure in the AFI Free Route Airspace and foster the harmonized implementation of the RANS, RNSP, and RNSP: (a) ICAO/CANSA, IATA and AFI/RS to collaborate and conduct a survey of current responses in the AFI region to facilitate implementation and planning of aviation operations; (b) ICAO/CANSA, IATA and AFI/RS to specify the operational requirements for RANS, RNSP and RNSP implementation by 21 March 2021; (c) ICAO/CANSA, IATA and AFI/RS to coordinate with ICAO, IATA, AFI/RS and the AFI/RS to identify needs; (d) States to ensure the safety of the upper airspace and transit to the upper airspace and transit to the upper airspace; (e) ICAO/CANSA, IATA and AFI/RS to conduct a survey of current responses in the AFI region to facilitate implementation and planning of aviation operations; (f) ICAO/CANSA, IATA and AFI/RS to specify the operational requirements for RANS, RNSP and RNSP implementation by 21 March 2021; (g) ICAO/CANSA, IATA and AFI/RS to coordinate with ICAO, IATA, AFI/RS and the AFI/RS to identify needs; (h) States to ensure the safety of the upper airspace and transit to the upper airspace and transit to the upper airspace; (i) ICAO/CANSA, IATA and AFI/RS to conduct a survey of current responses in the AFI region to facilitate implementation and planning of aviation operations; (j) ICAO/CANSA, IATA and AFI/RS to specify the operational requirements for RANS, RNSP and RNSP implementation by 21 March 2021; (k) ICAO/CANSA, IATA and AFI/RS to coordinate with ICAO, IATA, AFI/RS and the AFI/RS to identify needs; (l) States to ensure the safety of the upper airspace and transit to the upper airspace and transit to the upper airspace; (m) ICAO/CANSA, IATA and AFI/RS to conduct a survey of current responses in the AFI region to facilitate implementation and planning of aviation operations; (n) ICAO/CANSA, IATA and AFI/RS to specify the operational requirements for RANS, RNSP and RNSP implementation by 21 March 2021; (o) ICAO/CANSA, IATA and AFI/RS to coordinate with ICAO, IATA, AFI/RS and the AFI/RS to identify needs; (p) States to ensure the safety of the upper airspace and transit to the upper airspace and transit to the upper airspace; (q) ICAO/CANSA, IATA and AFI/RS to conduct a survey of current responses in the AFI region to facilitate implementation and planning of aviation operations; (r) ICAO/CANSA, IATA and AFI/RS to specify the operational requirements for RANS, RNSP and RNSP implementation by 21 March 2021; (s) ICAO/CANSA, IATA and AFI/RS to coordinate with ICAO, IATA, AFI/RS and the AFI/RS to identify needs; (t) States to ensure the safety of the upper airspace and transit to the upper airspace and transit to the upper airspace; (u) ICAO/CANSA, IATA and AFI/RS to conduct a survey of current responses in the AFI region to facilitate implementation and planning of aviation operations; (v) ICAO/CANSA, IATA and AFI/RS to specify the operational requirements for RANS, RNSP and RNSP implementation by 21 March 2021; (w) ICAO/CANSA, IATA and AFI/RS to coordinate with ICAO, IATA, AFI/RS and the AFI/RS to identify needs; (x) States to ensure the safety of the upper airspace and transit to the upper airspace and transit to the upper airspace; (y) ICAO/CANSA, IATA and AFI/RS to conduct a survey of current responses in the AFI region to facilitate implementation and planning of aviation operations; (z) ICAO/CANSA, IATA and AFI/RS to specify the operational requirements for RANS, RNSP and RNSP implementation by 21 March 2021;	APR/24	AFI Free Route Airspace structure in the AFI Free Route Airspace endorsed	4 JUL2022 6 JUL2022	Not applicable	No longer applicable	(a) not completed, No feedback of survey was presented (b) Not completed, ICAO is being taken care of by the PBN, AFI/RS PMT (c) partially completed, workshops conducted but there is need for more awareness workshops. Proposed KP (columns VI) should be the only means of follow up	PBN, FRA	ATM-SAR		96 % of aircraft equipped with RANS, RNSP and RNSP (b) Number of city pairs identified with RANS, RNSP and RNSP (c) Number of workshops on RNSP issues conducted per year	
APR/24 Conclusion 2504	Improvement of Search and Rescue Services in the SAT Region	That, in order to have an improved and harmonized implementation of the Search and Rescue Services in the SAT region: (a) the AFI SAR Plan is Appendix 29 to this Report to be endorsed; and (b) States are urged to harmonize their National SAR Plans with the Regional SAR Plan by 28 September 2021	APR/24	29 States	4 JUL2021 6 JUL2021	—	No longer applicable	SAR TET and ICAO are supporting States in the development and publication of their national SAR plan. An annual report is provided on the status of progress	SAR	ATM-SAR			
APR/24 Conclusion 2505	Implementation of the AFI SAR C-IMP	That, in order to ensure the smooth implementation of the adopted AFI SAR C-IMP, States to provide awareness, all stakeholders on all stakeholders on the implementation date of 1 December 2021.	States		11/12/2021	—	No longer applicable	Completed.	SSR CODE	ATM-SAR			
APR/24 Conclusion 2506	Optimization of the AFI Search Services in the AFI Free Route Airspace	That, in order to optimize the AFI Free Route Airspace structure in the AFI Free Route Airspace and foster the harmonized implementation of the RANS, RNSP, and RNSP: (a) ICAO/CANSA, IATA and AFI/RS to collaborate and conduct a survey of current responses in the AFI region to facilitate implementation and planning of aviation operations; (b) ICAO/CANSA, IATA and AFI/RS to specify the operational requirements for RANS, RNSP and RNSP implementation by 21 March 2021; (c) ICAO/CANSA, IATA and AFI/RS to coordinate with ICAO, IATA, AFI/RS and the AFI/RS to identify needs; (d) States to ensure the safety of the upper airspace and transit to the upper airspace and transit to the upper airspace; (e) ICAO/CANSA, IATA and AFI/RS to conduct a survey of current responses in the AFI region to facilitate implementation and planning of aviation operations; (f) ICAO/CANSA, IATA and AFI/RS to specify the operational requirements for RANS, RNSP and RNSP implementation by 21 March 2021; (g) ICAO/CANSA, IATA and AFI/RS to coordinate with ICAO, IATA, AFI/RS and the AFI/RS to identify needs; (h) States to ensure the safety of the upper airspace and transit to the upper airspace and transit to the upper airspace; (i) ICAO/CANSA, IATA and AFI/RS to conduct a survey of current responses in the AFI region to facilitate implementation and planning of aviation operations; (j) ICAO/CANSA, IATA and AFI/RS to specify the operational requirements for RANS, RNSP and RNSP implementation by 21 March 2021; (k) ICAO/CANSA, IATA and AFI/RS to coordinate with ICAO, IATA, AFI/RS and the AFI/RS to identify needs; (l) States to ensure the safety of the upper airspace and transit to the upper airspace and transit to the upper airspace; (m) ICAO/CANSA, IATA and AFI/RS to conduct a survey of current responses in the AFI region to facilitate implementation and planning of aviation operations; (n) ICAO/CANSA, IATA and AFI/RS to specify the operational requirements for RANS, RNSP and RNSP implementation by 21 March 2021; (o) ICAO/CANSA, IATA and AFI/RS to coordinate with ICAO, IATA, AFI/RS and the AFI/RS to identify needs; (p) States to ensure the safety of the upper airspace and transit to the upper airspace and transit to the upper airspace; (q) ICAO/CANSA, IATA and AFI/RS to conduct a survey of current responses in the AFI region to facilitate implementation and planning of aviation operations; (r) ICAO/CANSA, IATA and AFI/RS to specify the operational requirements for RANS, RNSP and RNSP implementation by 21 March 2021; (s) ICAO/CANSA, IATA and AFI/RS to coordinate with ICAO, IATA, AFI/RS and the AFI/RS to identify needs; (t) States to ensure the safety of the upper airspace and transit to the upper airspace and transit to the upper airspace; (u) ICAO/CANSA, IATA and AFI/RS to conduct a survey of current responses in the AFI region to facilitate implementation and planning of aviation operations; (v) ICAO/CANSA, IATA and AFI/RS to specify the operational requirements for RANS, RNSP and RNSP implementation by 21 March 2021; (w) ICAO/CANSA, IATA and AFI/RS to coordinate with ICAO, IATA, AFI/RS and the AFI/RS to identify needs; (x) States to ensure the safety of the upper airspace and transit to the upper airspace and transit to the upper airspace; (y) ICAO/CANSA, IATA and AFI/RS to conduct a survey of current responses in the AFI region to facilitate implementation and planning of aviation operations; (z) ICAO/CANSA, IATA and AFI/RS to specify the operational requirements for RANS, RNSP and RNSP implementation by 21 March 2021;	APR/24	AFI Free Route Airspace structure in the AFI Free Route Airspace endorsed	4 JUL2022 6 JUL2022	Not applicable	No longer applicable	(a) not completed, No feedback of survey was presented (b) Not completed, ICAO is being taken care of by the PBN, AFI/RS PMT (c) partially completed, workshops conducted but there is need for more awareness workshops. Proposed KP (columns VI) should be the only means of follow up	PBN, FRA	ATM-SAR		96 % of aircraft equipped with RANS, RNSP and RNSP (b) Number of city pairs identified with RANS, RNSP and RNSP (c) Number of workshops on RNSP issues conducted per year	
APR/24 Conclusion 2507	Improvement of Search and Rescue Services in the SAT Region	That, in order to have an improved and harmonized implementation of the Search and Rescue Services in the SAT region: (a) the AFI SAR Plan is Appendix 29 to this Report to be endorsed; and (b) States are urged to harmonize their National SAR Plans with the Regional SAR Plan by 28 September 2021	APR/24	29 States	4 JUL2021 6 JUL2021	—	No longer applicable	SAR TET and ICAO are supporting States in the development and publication of their national SAR plan. An annual report					

AFRIC24 Conclusion 2416	CBP Implementation and Monitoring	That, in order to ensure effective implementation of Global Reporting Format (GRF) States to continuously update ICAD Regional Offices on the status of the implementation including the challenges encountered.	States		Continues			Not valid	Conclusion needs to be merged with conclusion 2223 to avoid duplication		ADP	GRF	Merged 2224/25	
AFRIC24 Decision 2417	Implementation of the Airport C Collaborative Decision Making (A-CDM)	That, in order to foster the implementation of Airport Collaborative Decision Making (A-CDM), ICAD Regional Offices in collaboration with stakeholders such as CANSAs, to conduct workshops on A-CDM by June 2022 and encourage States to participate.	States/CANSAs/ICAD Secretariat		30/09/2022			Not valid	Conclusion to be updated and reformulated to include KPIs for effective monitoring	ASBU	ADP	A-CDM	Conclusion That, at Chelles to submit to the regional offices the status of implementation of A-CDM ASBU elements by April 2024 decision That, in order to foster the implementation of airport collaborative decision making A-CDM, ICAD regional offices to conduct a awareness webinar by December 2023.	% of States having submitted their status of implementation. Webinar conducted
AFRIC24 Conclusion 2418	Building Back Better Air Navigation Systems	That, in order to build back-better air navigation systems, ICAD is to integrate countries on innovation, emerging technologies and business models with leverage on the benefits of virtual navigation, big data and digitalization, etc. for the modernization of the provision of air navigation systems and services in the region and support the Yenneseconomic Partnership (YEP), Single African Transport Market (SATM) and Africa Continental Free Trade Area (AfCFTA) objectives.	ICAD Secretariat		Continues			Not valid	Conclusion to be updated and reformulated to include KPIs for effective monitoring	BUILDING BACK BETTER	ADP	Building back together		
AFRIC24 Decision 2419	Implementation of the Ninth Edition of the Global Air Navigation Plan (GANP) within the AF Region	That, in order to foster the implementation of the Global Air Navigation Plan, ICAD Regional Offices to conduct a workshop on ANP Elements contained in the 9th Edition of the GANP by 28 June 2022.	ICAD Secretariat		30 June 2022			Not valid	Conclusion to be updated and reformulated to include KPIs for effective monitoring	ASBU	ADP	GANP		
AFRIC24 Decision 2420	Alignment of the Regional Air Navigation Plan with the 6th Edition of the GANP	That, in order to ensure consistency between the AF Regional air navigation plan and the GANP: a) The Secretariat to coordinate with the A-AS and EN-Sat Groups Projects team to identify the applicable elements of ANP for the AF region, by 31 July 2022. b) The Secretariat to coordinate the development of a draft revised Regional Air Navigation Implementation Plan for navigation into the AF GANP Volume II.	ICAD Secretariat ANP/Project Teams		31/07/2022			Not valid	Conclusion to be updated and reformulated to include KPIs for effective monitoring	ASBU, ANP, GANP	ADP	ANP		
AFRIC24 Decision 2421	Alignment of Projects to ANP references in the GANP	That, in order to incorporate changes introduced by the 6th Edition of the GANP and its impact on the Regional and National Plans, Project Teams Coordinators to align project references in the 6th Edition of the GANP Groups, Threads and Elements by 31 March 2022.	AFRIC Project Teams		31 March 2022			Not valid	Conclusion to be updated and reformulated to include KPIs for effective monitoring	ASBU, ANP, GANP	ADP	AFRIC bodies Task		
AFRIC24 Decision 2422	Endorsement of the revised list of ANS Minimum Reporting Areas	That, in order to support the implementation of the African Methodology for the identification, assessment and reporting of deficiencies, of the revised list of Minimum Reporting Areas contained in Appendix A3 is endorsed, and b) States requiring assistance in the use of the AMRD, may approach the ICAD Regional Office for guidance and support.	AFRIC24		AFRIC24			Not valid	Completed	ANRD	AFRIC24			
AFRIC24 Conclusion 2423	Alignment of the AF RASM Annexes Target Level of Safety	That, in order to realize the discussion on the calculation of the Target Level of Safety and: a) All 27 TMs are agreed to submit the 2022 RASM Safety Data F1, F2, F3, F4 Forms by 23 February 2022 as per ICAO provisions. b) All 26 States to coordinate lead points for RASM and update ABMA using F1 Form by 31 Dec 2022. c) States are encouraged to start issuing PRC3 (RCF/RSF) Approvals for their registered intercontinental Operators, and d) Ethiopia, Eritrea, South Africa, Botswana, Malawi, Kenya and Burundi are urged to implement ICAO as a priority irrespective of their surveillance status.	Submission of the 2022 RASM Safety Data F1, F2, F3, F4 Forms. Lead points for RASM AF States to coordinate and update provided to Africa using F1 Form. Issuance of PRC3 (RCF/RSF) Approvals by States for their State registered intercontinental Operators. Ethiopia, Eritrea, South Africa, Botswana, Malawi, Kenya and Burundi are urged to implement ICAO.					Not valid	Conclusion updated by conclusion 2412 and related to concl 2218	RASM		AFRIC SAR		
AFRIC24 Decision 2424	Establishment of an AFRICA Publications website	That, in order to improve access to AFMA information, ICAD to establish a website link with the AFMA website to enable stakeholders to have easy access to the AFMA and AFMA's publications.	AFMA/AFRIC24		AFMA/AFRIC24			Not valid	AFMA/AFRIC24 Project has been completed on the ICAD website	AFMA, AFMA		AFRIC SAR		
AFRIC24 Decision 2425	Carbon emissions assessment, measurement and monitoring	That, in order to ensure a coordinated process for the assessment, development and reduction of Carbon Emissions data. The proposals by ICAO on "AVM and infrastructure operational efficiency" and by AFMA on the "Carbon footprint assessment as part of implementation of CANSATM project" can be submitted to the AFMA Committee on Aviation Environmental Protection (CAEP) for consideration.	DATA and AFMA/CAEP		DATA and AFMA/CAEP			Not valid	Completed.	PROJECT TEAM, ASBU	AFRIC24			
AFRIC24 Conclusion 2426	CANSA/MSB/ASMA ATM Readiness	That, in order to foster a harmonized approach in ensuring readiness operations in Africa, States, ANSPs and industry stakeholders who are not part of the program are encouraged to embrace the initiative and endeavor to participate in it.	States, ANSPs and Industry Stakeholders		Ongoing			Not valid	The conclusion is superseded by AFRIC24 Conclusion 2426. Establishment of an Air Traffic Flow Management implementation project team	AFMA		AFRIC SAR		
AFRIC24 Conclusion 2427	Cyber security and resilience of CANSATM system	That, in order to address cybersecurity issues: a) States/Organizations are encouraged to promote cyber security culture and resilience of CANSATM systems in all parts of the civil aviation industry through the development of cyber security policies supported by a national plan. b) Service providers (airlines, airport operators, ANSPs) to develop plan to implement the above national policy and collaborate with industry to address c) Cyber security issues, and d) BINA/CAEP Project, with the industry, to support the Secretariat and the industry, to develop and conduct training as required.	States/Organizations to Service providers (airlines, airport operators, ANSPs) Secretariat and ICAO/CAEP Project		Plans developed and implemented Training provided to States			Not applicable to AAO-50	Project under IIM-50	IM, CNS, PROJECT TEAM	ADP			
AFRIC24 Conclusion 2428	Overflight (PTFC) Permission Fees and Charges	That, in order to improve compliance with Article 1 of the Chicago Convention: 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 (PTFC) permission application and issuance of 2nd party agents, to avoid duplication of charges for operators, and 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. Overflight (PTFC) Permission Process.	States		Implementation of the ICAO User Charge principles and policies by States			Not applicable to AAO-50	Under RMO-401	CAEP, COVID	AFRIC24			

APRIG/24 Conclusion 24/06	Overflight (EPFIC) Promotion Process	That, in order to simplify and streamline the process of obtaining overflight clearance across the AFI Region: a) States are urged to implement processes for contingency EPFIC permissions in case of Contingency. Plan to avoid disruption of airline's network schedule. b) States that are signatory to International Air Service Transit Agreement (IATA) are urged to implement "File a Fly" concept. c) States that are not signatory to IATA to implement a "Standardised and Simplified process and d) States that decide to implement either point b) or c) in consultation with the secretariat, IATA, AFRAA and other airlines representatives in a collaborative decision making (CDM) process.	States	Improved and streamlined the process of obtaining overflight clearance across the AFI Region	On-going		Not applicable to AAO/20	Under RAGG-AFI	QATC, COVID		AFRIG		
APRIG/24 Conclusion 24/07	Participation in the next validation workshop of the Confidentiality address for the implementation of SBAS in Africa	That, in order to validate the implementation of SBAS in Africa, States and Organizations are urged to participate in the validation workshop of the study conducted for the implementation of SBAS in Africa.	States and Organizations		APRIG/25		Not yet updated	Conclusion supported by conclusion 25/06 and linked to conclusion 24/07 AAO/20	IMA, CHS, GMS, SAR		AFRIG		
APRIG/24 Conclusion 24/08	Review of State National ASBU Plans	That, in order to ensure that State National ASBU plans are aligned with the 4th Edition of the GAMP: a) States to review and conduct a gap analysis between their National ASBU Plans and the 4th Edition GAMP and amend their National Plans accordingly by 30 June 2022; and b) States to ensure that the reporting of ASBU implementation status is aligned to the 4th Edition GAMP by 30 June 2022.	States	Updated States' National ASBU Plans 30 June 2022			Not yet updated	Conclusion to be updated and reformulated to include KPIs for effective monitoring	ASBU		AAO	ASBU	
APRIG/24 Decision 24/09	Review of the AAO/20 and IIM/20 Projects' ASBU references in relation to 4th Edition of the GAMP	That, in order to ensure alignment of ASBU Project references: The AAO/20 and IIM/20 review current project references and align them to the 4th Edition of the GAMP Groups, Threats and Elements by 30 June 2022	AAO and IIM/20/21	30/06/2022			Not yet updated	Conclusion to be updated and reformulated to include KPIs for effective monitoring	ASBU, AAO, IIM		AAO	AFRIG bodies T&T	
APRIG/24 Conclusion 24/10	Publication of the Annual AFI Air Navigation Report	That, in order to promote the expedient publication of the Annual AFI Air Navigation Report by the AFI Air Navigation Reporting Team (ANRT): a) States and Organizations are encouraged to support the work of the ANRT by providing to the secretariat, information on the implementation of the Air Navigation related activities and resources to support the publication of the report; and b) States and Organizations are encouraged to nominate Focal Points to coordinate with the ANRT	ICAO Secretariat States and Organizations		APRIG/25		Not yet updated		ANRT, ANF, AANRT		AFRIG		
APRIG/25 & RAGG-AFI/26 Conclusion 4/26	Online mechanisms and tools to collect safety data and monitor status of implementation of Safety and Air Navigation targets	That, to avoid duplication of efforts and prevent the harmonization with the existing tools, the secretariat, being developed by AFI/CAAC, to collect safety data and monitor status of implementation of Safety and Air Navigation targets, should to the extent possible, to simplify and avoid overlap and complement or supplement other existing mechanisms and tools developed by ICAO or other stakeholders for the same purpose without duplication					Not applicable to AAO/20	Under RAGG-AFI	ANF, KPI, ASBU		AFRIG		
APRIG/25 & RAGG-AFI/26 Conclusion 4/26	Alignment of regional Plans and Programmes on the latest editions of ICAO's GAMP and GANP	That to foster regional progress on key activities and challenges, regional Programmes and Plans should be aligned on the provisions of the latest editions of ICAO Global Plan (GAMP and GANP).					Not yet updated	Under RAGG-AFI	ASBU		AFRIG		
APRIG/25 & RAGG-AFI/26 Conclusion 4/26	Work Disaggregation of the Air Navigation Area covered by APRIG and RAGG-AFI	That in developing the new definition of regional air navigation area covered by APRIG and RAGG-AFI, the Secretariat should consider the following: a) The definition to be based on the area of coordination of the ICAO OADR and WACAP Office; b) Name change for the APRIG and RAGG-AFI and cover programmes and activities currently relating to the term AFI, in order to avoid confusion with its general use to mean the ICAO Africa-Indian Ocean Region; and c) A consultation with the AFI Group prior to the presentation to the ANC and Council, to secure regional harmonization.					Not yet updated	It is still and it is implemented but it is still current	RAGG		AAO		
APRIG/25 & RAGG-AFI/26 Conclusion 4/26	Evaluation of the Adequacy Safety Performance Framework, updating of the Adequacy Safety Targets and incorporation of the Air Navigation Service Targets.	That, to provide the region with an appropriate aviation safety and air navigation performance framework, updating of the Adequacy Safety Targets and incorporation of the Air Navigation Service Targets: a) The secretariat, in consultation with the ICAO Regional Office, and all the relevant stakeholders to carry out an evaluation of the Adequacy Safety Performance Framework adopted by the Ministerial Conference on Aviation Safety in Africa (MC-ASIA) 2016, including the Adequacy Decision, Targets and Action Plans in light of the ICAO safety related provisions as contained in Annex 19 Safety Management and the existence of ICAO Global Aviation Safety Plan (GASP, Dec 1996) and Global Air Navigation Plan (GANP, Dec 1970). b) Develop recommendations for amendment proposals to the current safety performance framework to ensure that an appropriate common aviation safety performance framework is adopted for use by Member States. Such recommendations should include a proposal for the approval process to be followed. c) Organize a validation workshop on the report on the evaluation called upon in a description to be coordinated with relevant Regional Aviation Committees, RACs, FRAs and other key stakeholders.					Not applicable to AAO/20	Under RAGG-AFI	ANF, KPI, ASBU		AFRIG		
APRIG/25 Conclusion 25/01	Adoption of the third edition of the Regional ATM Contingency Plan (ATM-CP)	That the third Edition of the Regional ATM Contingency Plan is approved, to be adopted by States in order to facilitate the improvement and implementation of contingency arrangements in the Region.					Not yet updated	Completed	CP		ATM SAR		
APRIG/25 Decision 25/02	Effectiveness of the Regional ATM Contingency Plan (ATM-CP)	That, to assess the effectiveness of the ATM-CP: a) The Regional Contingency Plan Coordination Team (CT) to conduct a safety exercise by 31 December 2021; and b) The Secretariat to coordinate with the Regional ATM Contingency Plan Coordination Team in determining the PRB within which the safety exercise will be conducted and make arrangements for ATM experts from other PRBs to participate as observers in the exercise.					Not yet updated	Not completed	CP		ATM SAR		That, to ensure the effectiveness of the ATM-CP, and a) The Secretariat to coordinate the update the ATM-CP Arrangement plan by 31 December 2021 b) The States coordinate the conduct of at least one safety exercise between their PRBs by 31 December 2021.
APRIG/25 Conclusion 25/03	Implementation of the Free Route Airspace (FRA)	That, to standardize FRA implementation in the region: a) The ICAO CANSRP 2nd Edition, Appendix C is the Report, which includes the standardised FRA publication template, is adopted; and b) States that have implemented FRA are encouraged to share lessons learnt from their experience.					Not yet updated	Completed	FRB, FRA		ATM SAR		
APRIG/25 Conclusion 25/04	Improved safety in the Regional RVSM Airspace	That, to enhance continued RVSM airspace safety within the region: a) States provide the data to, and use of E-4320 by any aircraft considering the associated safety risks; and conduct activities needed to ensure continuous safety. b) All Traffic Controllers, Pilots and ADM personnel on the critical issue; and c) ARMA to conduct several workshops for the RVSM National Project Manager (NPM).					Not yet updated	At issue of E-4320 was reported as resolved at APRIG/26. Monitoring ongoing by ARMA a) Workshops organized in October 2023 for NPM	RVSM		ATM SAR		
APRIG/25 Conclusion 25/05	Nomination of State RVSM Subject Matter Focal Points	That, to improve coordination between ARMA and States, to be reviewed in accordance with That, for the purpose of a decision RVSM subject matter Focal Points to support the NPM by 31 March 2023.					Not yet updated	Not all States have designated their alternative NPM. Follow up is ongoing by ARMA and ICAO.	RVSM		ATM SAR		Percentage of AFI States that submit their alternative RVSM Focal Points Percentage of RVSM subject matter Focal Points that participate in follow-up coordination meeting or discussions with ARMA.

APR6/25 Conclusion 25/06	Conclusion of the Regional ISB OMP	That, following the successful implementation of the Regional ISB Case Management Plan (ISB OMP), the ASIAN Project established by APR6/25 is closed						Not applicable to AAO-18	Not used	SR CODE	ATM-GAR			
APR6/25 Conclusion 25/07	Conclusion of the AFS Competency Study	That, following the successful conclusion of the Study on AFS Competency in the region, the report as presented be implemented by States and the study concluded						Not applicable to AAO-18	Not used	PROJECT TEAMS	ATM-GAR			
APR6/25 Decision 25/08	Enhancement of the Regional Civil/Military Cooperation and Coordination	That, to continue the promotion of Civil/Military cooperation in the region, at The Secretariat to organize Civil/Military cooperation workshops between the member States and urge States to ensure the participation of appropriate senior military officials, and to States to coordinate with their Military authorities to nominate Military Focal Points to facilitate Civil/Military Cooperation, Collaboration and Coordination						Not used	Conclusion to be updated and reformulated for include KPIs for effective monitoring	CANC	AGC	Military coordination		
APR6/25 Conclusion 25/09	Regional ATM Summit	That, to implement a harmonized, interoperable and seamless Air Traffic Management (ATM) systems in the region, the Secretariat to continue, with relevant stakeholders for the convening of an ATM Summit by December 2024.						Not used	Not completed. AMS Summit was postponed for end of 2025 by APR6/27 (Report section 3.1.9).	ATM SUMMIT	ATM-GAR			
APR6/25 Decision 25/10	Adoption of the ASBI Elements applicable to the region	That, to align the Regional Air Navigation (AN) to the Sixth Edition of the ICAO, the ASBI Elements, as identified in the Appendix III to the Report, are endorsed						Not applicable to AAO-18	Completed	ASBU	APR6G			
APR6/25 Conclusion 25/11	Collection of data and reporting on ASBI implementation	That, to update the status of implementation of ASBI elements, and to ensure continuous and regular data-flow as reporting to the region. (i) States to fill the data collection template presented in Appendix III, to the Report, and submit quarterly report to the ICAO Regional Offices on the state of planning and implementation of ASBI elements, using the Excel template and the development of the online platform is completed; and (ii) The Secretariat to expedite the completion of the development of the online platform aiming to replace the Excel template for data collection and reporting						Not used	Conclusion to be updated and reformulated to include KPIs for effective monitoring	ASBU	AGC	ASBU		
APR6/25 Conclusion 25/12	Improvement of the effectiveness of the APR6G Projects	That, to improve the effectiveness of the APR6G Projects: (a) The Secretariat be urged to reinforce its coordination and support to Project Teams; and (b) The Secretariat in coordination with States and Organizations to review and update the list of Project Teams' members by 31 December 2022.						Not used	Conclusion to be updated and reformulated to include KPIs for effective monitoring	PROJECT TEAMS	AGC	APR6G Bodies Teams		Project team members New target March 2025
APR6/25 Decision 25/13	Alignment of the APR6G Projects to the 6th Edition of the OMP	That, To promote the implementation of the ASBI elements applicable to the Region, the related APR6G Projects references be aligned with the ICAO 6th edition groups, Roads and domains as provided in Appendix III to the Report	OMP					Not used	Conclusion to be updated and reformulated to include KPIs for effective monitoring	ASBU	AGC	APR6G Bodies Task		
APR6/25 Decision 25/14	Support to the APR6G Projects activities related to cyber resilience in AFI Region	That, to increase States/Organizations' technical personnel awareness in cyber security, ICAO through the APR6G mechanism should strengthen its support to activities aimed at raising awareness of ANS Cyber resilience, in coordination with the industry, through webinars/workshops/seminars on Cyber resilience of ANS systems in the region.						Not applicable to AAO-18	Project under IIM-5G	IIM, CNS, PROJECT TEAMS	IM			
APR6/25 Decision 25/15	Role and responsibilities of States National Coordinators for Planning and Implementation and Technical Teams	That, to strengthen the APR6G and its subsidiary bodies activities, the terms of reference of the National Coordinator for Planning and Implementation (NCP) as well as the roles and points in APR6G documents be reviewed as provided in Appendix III to the Report						Not applicable to AAO-18	Project under IIM-5G	APR6G SUB-group, PROJECT TEAMS	APR6G			
APR6/25 Decision 25/16	Consideration of the outcome of the Fifth Meeting of the African ANSPs	That, to work States in improving the provision of Air Navigation services and enhance the collaborative approach to implementation, the Project Teams to continue the review exercises of the Fifth Meeting of the African ANSPs, held in March 2022, when reviewing and implementing the AFI Regional ANS Projects.	ANSP					Not applicable to AAO-18	All ANS project Teams were reviewed and adjusted based on the GANP 6 and the AFI eANP	APR6G	ATM-GAR			Project team members New target March 2025
APR6/25 Conclusion 25/16	Notification of Status of RVSM approvals	That, to ensure the notification of RVSM approval status as required: (i) States to liaise with their aircraft operators to submit from indicating "N" to ICAO; (ii) States to complete a survey on the status of non-approved RVSM aircraft; (iii) States should review the list of non-approved aircraft published in the ICAO website and take action as required; and (iv) States to ensure the national approval address an email with valid RVSM Approval and that they are complying with flight planning requirements.	RVSM					Not applicable to AAO-18	ARMA provides annual report on RVSM Airspace monitoring including the status of non-approved RVSM aircraft. List of non-approved RVSM aircraft is regularly updated on the ARMA website.	RVSM	ATM-GAR			Percentage of national registered aircrafts that are issued valid RVSM approvals.
APR6/25 Decision 25/17	Aircraft operations in the RVSM airspace	To improve the aircraft operational safety in the RVSM airspace, ARMA to conduct annual workshops to RVSM National Project Managers and other relevant stakeholders	RVSM					Not applicable to AAO-18	ARMA provides annual report on RVSM Airspace monitoring including the sensitization of stakeholders. This is part of ARMA's TOR.	RVSM	ATM-GAR			
APR6/25 Conclusion 25/18	Utilization of the PRCS implementation Guidelines	That, to facilitate the implementation of the PRCS in the region: (i) States to undertake themselves with the Regional PRCS that published in the ARMA Website; (ii) States to complete a survey on the status of the planned implementation of PRCS in their respective FTA to determine readiness; and (iii) States are to advise air operators to enhance the use of performance-based navigation systems requiring PRCS where aircraft data link performance is not compliant with RCP and SSP 10% operating criteria to facilitate the implementation of the PRCS in the region.	PRCS					Not used	survey not conducted. It should be follow up by the PRCS PMT once established. Conclusion still valid	PRCS, RVSM, ARMA	ATM-GAR			
APR6/25 Decision 25/19	Completion of the Regional eANP	That to Studies the development of the Volume II and the amendment of the Volume I and I.e.f. the eANP: (i) States to review the draft eANP Volume II and provide the Secretariat with their feedback by 31 March 2023, for consideration and subsequent formal approval by the APR6G through the AFI, and (ii) States and the Secretariat to expedite the amendment of the Volume I and II of the AFI eANP, as appropriate, by 30 June 2025.	ANP					Not used	Conclusion to be updated and reformulated to include KPIs for effective monitoring	eANP, ANP	AGC	AFI eANP		
APR6/25 Conclusion 25/20	Identification, notification, and resolution of Regional Air Navigation Deficiencies	That, to ensure full implementation of the Air Navigation deficiency management process: (i) States and Organizations to identify and notify to the ICAO accredited Regional Office, air navigation deficiencies as appropriate; (ii) The Secretariat to coordinate with States that have not yet done so, the development of qualified and experienced of Focal Points and SMEs linked to; (iii) The Secretariat to coordinate with States and Organizations with the support of the Secretariat, when required, to conduct workshops to raise stakeholders' awareness on the Air Navigation deficiencies; (iv) States to identify, notification and resolution.	NAVIGATION DEFICIENCIES					Not used	linked with conclusion 25/11	ANND	AGC	ANND		

APRG/25 Conclusion 25/A1	Establishment of the GADSS Project Management Team	1 That to coordinate a harmonized implementation of GADSS in the region; 2 The Secretariat to coordinate the establishment of a GADSS Project Management Team which includes technical experts from States, ANSPs, Airspace users, ICAO communications, aircraft manufacturers and other concerned international organizations by 30 June 2023; and 3 The Secretariat conduct workshops to provide assistance to the Project Management Team.	GADSS							No longer applicable	The project was integrated in the next TCT/2026 for efficiency	PROJECT TEAM		ATM SAR			(i) Percentage of stakeholders (States, ANSPs, airspace users, etc.) represented in the GADSS Project Management Team at New Orleans, March 30, 2024. (ii) Number of workshops conducted and the average attendance rate of Project Management Team members
APRG/25 Decision 25/A2	ADS-B Mandates in the Regional ATM airspace	That, in compliance with the provisions of APFRO Conclusion 22/16, and its implementation: a) States and ANSPs be encouraged to implement ADS-B based procedures in air traffic management as soon as the Tempester Extended Squitter 3090 MHz coverage rate of aircraft in their airspace exceeds 90%, without excluding non equipped aircraft; and b) ICAO ESAF and WACAF Regional Offices, in coordination with IATA and the ANSPs, plan and conduct an annual survey of the level of ADS-B coverage of aircraft in the Region.								Not used	(a) not completed (b) not completed	ADS-B		ATM SAR			(a) % of aircraft equipped ADS-B
APRG/25 Conclusion 25/A3	Completion of the Regional Annual Air Navigation Report	That to complete the drafting of the Regional Air Navigation Report in an all inclusive manner: a) The Regional Air Navigation Report Team complete the drafting of the report and circulate it to stakeholders for review and comments by 31 December 2022; and b) The Secretariat to release the First Edition of the Regional Air Navigation Report by 15 March 2023								No longer applicable		ANSP, ANP, ANMT		APRG			
APRG/25 Conclusion 25/A4	Prevention of the use of the non-standard F-423	That to prevent the use of F-423 and prevent the entry in the RTSM airspace, at those oversight regions to take action to ensure the safety of the use of the non-standard F-423: a) ANSPs and air operators to conduct regular contact with those on file with the aviation scheme for personal discussion with flight planning and flight operations, including plans, air traffic coordination, ADS-C/ADS-E and flight departures; and c) Teams to provide data to ABMA as part of LHR report whenever the use of the non-standard F-423 is recorded.								No longer applicable	superceeded by subsequent related conclusions	RTSM		ATM SAR			
APRG/25 Decision 25/A5	Support to the APRG activities	That, to assist in meeting challenges identified in the region, ICAO in consultation with the industry within the framework of the APFRO mechanisms to: a) Support capacity building on cyber resilience of air navigation systems through webinars/workshops continue; b) Develop additional guidance material and tools to assist States and the industry in the implementation of the ASBU elements; c) Conduct specific workshops on the ASBU elements to support States and industry efforts in the implementation activities; and d) Further the digitalization of the ANSP								No longer applicable		PROJECT TEAM, ASBU, ANSP		APRG			
APRG 26 Decision 26/A2	Decision of the Chairperson and the Vice Chairperson of the AAQ/SG	That, to meet continuity of activities of the AAQ/SG: a) Mr. Nabeel Akhtar from the Republic of Zambia is elected as Chairperson of the AAQ Sub-group; and b) Mr. Saqar Akhtar from the Republic of Cuba is elected as Vice-Chairperson of AAQ Sub-group	AAQ/SG							No longer applicable	Completed	APRG		AAQ			
APRG 26 Decision 26/A3	Increased awareness on ASBU framework	That, to enhance the status of implementation of the ASBU elements, the Secretariat to conduct at least two ASBU awareness workshops by 31st	ESAF and WACAF Offices							No longer applicable	Completed, workshops conducted in 2024 and 2025	ASBU		APRG			
APRG 26 Decision 26/A4	Project Management Teams Coordinated Workshops	That, given the common link between PBN, FRA and Civil-Military Cooperation activities, the PMTs to coordinate the conduct of at least two joint workshops/ meetings to optimize resources and improve coordination of activities.	AAQ/SG							Not used	Ongoing	PBN, FRA, CMC		ATM SAR			
APRG 26 Conclusion 26/A5	Project 9 – Civil Military Cooperation/ Flexible Use of Airspace	That, to effectively support and guide the implementation of Civil Military Cooperation/Flexible Use of Airspace in the APF region, the Terms of Reference in Appendix 38 to this report is endorsed.	AAQ/SG							No longer applicable	Completed	CMC, FRA, PBN		ATM SAR			
APRG 26 Conclusion 26/A6	Establishment of the Civil Military Cooperation/ Flexible Use of Airspace project management Team	That, to effectively support and guide the implementation of Civil Military Cooperation/Flexible Use of Airspace in the APF region, States are urged to nominate experts to the Civil Military Cooperation/Flexible Use of Airspace Project Management Team by 31 January 2024.	AAQ/SG							No longer applicable	Completed	CMC, FRA, PBN		ATM SAR			
APRG 26 Decision 26/A7	Sensitization Workshops on Instrument Flight Procedures	That, to mitigate the risk of SICs related to PANS-OPS in the region, the Secretariat conduct two sensitization workshops in 2024 aimed at increasing awareness on design and approval processes for Instrument Flight Procedures by States and Organizations.	AAQ/SG							No longer applicable	Completed Workshop on IGC conducted in August 2024 for ESAF and WACAF States	PBN, PANS-OPS		AAQ			
APRG 26 Decision 26/A8	Work Programme of the AAQ/SG	That, in accordance with the Sub-group's mandate, the work programme of the AAQ/SG is endorsed as shown in Appendix	AAQ/SG							No longer applicable	Completed	APRG, PROJECT TEAMS		AAQ			
APRG 26 Conclusion 26/A9	User Preferred Routes (UPR) Trials to Support FRA Implementation in the Continental APF Airspace	That, in order to support the APF FRA implementation in the continental airspace, States, CANSO, AFRAA, IATA, and APF ANSPs to continue to conduct UPR trials and collect critical operational data to support the APF FRA Project implementation under the APRG FRA PMT, using CADENA and CADENCE OIS (Operational Information System), as the information-sharing platform.	AAQ/SG					The Trials are on-going with volunteering airlines (Landing with Ethiopian and Kenya Airways)		Not used	Ongoing under FRA PMT in coordination with AFRAA	UPR, FRA, PBN		ATM SAR			% of UPR trials conducted vs number planned
APRG 26 Decision 26/11	Formulation of Conclusions and Decisions of APRG meetings	That, to address the factors contributing to the low level of implementation of the Conclusions and Decisions formulated by the meetings of APRG and its Contributory Bodies, the following template for the formulation of Conclusions and Decisions is	APRG AAQ/SG IMA/SG							No longer applicable	Completed	APRG		APRG			
APRG 26 Conclusion 26/13	Monitoring of the implementation of ASBU elements in the region	That, to provide a comprehensive data driven analysis and visualization of the status of implementation of ASBU elements in the region: a) States to provide the Secretariat with baseline data on the planning and implementation of ASBU elements, through their feedbacks on the draft Volume II of the ANP by 31 January 2024; for the finalization and operationalization of the online ASBU data collecting and monitoring tool; and b) ICAO ESAF and WACAF Regional Offices to organize by 30 June 2024, familiarization seminar/webinars on the	a) No holder b) ESAF and WACAF Offices	a) States provide baseline data on the status of implementation of applicable ASBU elements in their airspace b) To conduct a familiarization workshop on the use of the ASBU data collection tool.						Not used	(a) Many States have not provided information of ASBU implementation (b) ASBU workshop conducted in ESAF, pending WACAF	ASBU		APRG			(a) Number of States having provided complete data on ASBU implementation (b) Number of Seminars/Workshop conducted in APF



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