

Appendix 2B

STATUS OF IMPLEMENTATION OF APIRG/22 CONCLUSIONS AND DECISIONS

Conclusions/ Decisions No.	Title of Conclusion/ Decision	Text of Conclusion/Decision	Responsibility	Deliverable	Report/ Completion date	Follow up Action by	Comment on Status of implementation
1	2	3	4	5	6	7	
APIRG/22 CONCLUSIONS AND DECISIONS							
Conclusion 22/01:	Effective implementat ion of AFI Regional ANS projects	<p><i>That, in order to ensure and effective and efficient implementation of APIRG projects, States and industry:</i></p> <p>a) <i>Commit the necessary resources and infrastructure towards implementation of APIRG decisions and conclusions;</i></p> <p>b) <i>Effectively participate in AFI projects, including those linked to the APIRG Decisions and Conclusions;</i></p> <p>c) <i>Strengthening the effectiveness and efficiency of ANS related projects such as but not limited to the African Flight Planning Procedures Programme</i></p>	<p>States/ Industry</p> <p>States/ Industry</p> <p>States/ AFPP</p>	<p>Improved implementation of APIRG Projects; overall improvement in TLS in the region.</p> <p>Achievement of the ICAO Strategic objective</p>	APIRG/23	Secretariat	On-Going: States nominate personnel into the project teams

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		(AFPP) and ANSP Peer review mechanism.					
Conclusion 22/02:	Regular and timely reporting on the status of implementation of APIRG Conclusions and Decisions	<p><i>That in order to strengthening the AFI air navigation reporting system,</i></p> <p><i>Administrations/Organizations:</i></p> <p><i>a) Establish effective internal mechanisms within civil aviation organizations to facilitate collection of information on the status of implementation of APIRG Conclusions and Decisions in all applicable areas through the Air navigation reporting Forms (ANRFs);</i></p> <p><i>b) Provide the ICAO Secretariat and all relevant parties with the required information on the status of implementation of Conclusions and Decisions on a regular basis, in order to assess progress in the strengthening of the air navigation system and to enable reporting by ICAO to APIRG;</i></p> <p><i>c) Timely report on Incidents and continuously fill up the AFI Air</i></p>	<p>States</p> <p>CAAs</p> <p>States/ Secretariat</p> <p>CAAs/ Secretariat</p>	Effective reporting and improved flow of information and data	<p>APIRG/23</p> <p>APIRG/23</p>	<p>Secretariat</p> <p>Secretariat</p>	<p>On-Going: States Letters sent to States by the Secretariat to request their inputs: Ref – ES AN 1/6 0134 dated 18/2/2020</p> <p>Responses from States remain low. on the status of implementation through the ANRF</p>

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		<i>Navigation Deficiency Database (AANDDD).</i>		Timely update of the AANDDD and deficiency identification and resolve.			
Decision 22/03:	Revised AFI SSR Code Management Plan (CMP)	<p><i>That:</i></p> <p>a) <i>the amendment proposals to the AFI SSR Code Management Plan (CMP) provided at Appendix 4B to this report are endorsed;</i></p> <p>b) <i>the Secretariat should finalize and disseminate the revised CMP, and initiate the consequential amendments to the AFI Air Navigation Plan (eANP), ensuring coordination as necessary between the ICAO AFI and adjacent Regions; and</i></p> <p>c) <i>In coordination with States, the Secretariat should monitor substantial developments such as air traffic increase, airspace restructuring, operational requirements, etc. and ensure</i></p>	<p>States</p> <p>Secretariat</p> <p>States/ Secretariat</p>	Implementation of a revised CMP	APIRG/23	Secretariat	<p>Completed</p> <p>On-Going; PfA has been initiated and is at ICAO HQ level</p>

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		<i>that related proposals for amendment to the ANP are initiated in a timely manner</i>					
Conclusion 22/04:	SSR Code Occupancy Time	<p><i>That:</i></p> <p>a) <i>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</i></p> <p>b) <i>The Secretariat take necessary measures to amend the SSR code allocation table in the AFI ANP Doc 7474</i></p>	<p>CAAs</p> <p>Secretariat</p>	Implementation of the revised SSR CMP	<p>8 Nov 2020 APIRG/23</p> <p>APIRG/23</p>	<p>ASCAAR project Team and Secretariat</p> <p>Secretariat</p>	<p>On-Going; workshop held on 27 – 31 January 2020, SSR codes allocation revised and Doc 7474 Extract amended</p>

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				Revised CMP and AFI ANP Doc 7474			
Conclusion 22/05:	Collection of data on traffic volumes and patterns in the AFI Region and the interface with other ICAO Regions	<i>That: The APIRG Traffic Forecast Group (TFG), with support of the Air Transport Bureau (ATB), take necessary action to obtain traffic data from States and traffic forecasts, in order to assess the relevance of the traffic information and data for use in reviewing the AFI SSR CMP elements.</i>	TFG/ ATB	Adequate traffic data for use in evaluation	APIRG/23	APIRG Secretariat	Pending; requires input from the APIRG TFG
Decision 22/06:	Workshops to Facilitate Implementa tion of the Revised SSR Code Managemen t Plan	<i>That: ICAO ESAF and WACAF Regional Offices arrange for workshops before 31 March 2020 to provide knowledge and awareness on the revised CMP, and to facilitate coordination between ATS Units.</i>	Secretariat	Technical competency within the states	31 March 2020	Secretariat	Completed Workshop held on 27-31 January 2020 Two other Focal Points meetings held in September and October 2020
Conclusion 22/07:	Improveme nt and funding of States PBN Implementa tion Plans	<i>That: States that have not already done so, are urged to review their PBN implementation plans to ensure that: a) they are sufficiently</i>	States	Implementation of PBN National Plans	APIRG/23	AFPP	On-Going: the PBN programme is coordinated through the AFPP

[illegible]

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Conclusion 22/09:	Follow-up on the AFI Plan SAR Projects for AFI States	<p><i>That:</i></p> <ul style="list-style-type: none"> a) <i>AFI States:</i> <ul style="list-style-type: none"> i. <i>Expedite the development and operationalisation of their SAR plans, which should include State agencies that would be involved with supporting SAR operation;</i> ii. <i>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;</i> iii. <i>Use Regional Economic Communities (RECs) frameworks to pursue signing of outstanding SAR agreements where high level intervention is required;</i> b) <i>Having adequate SAR expertise and resources to assist other States, upon request, in improving their</i> 	States		APIRG/23	Secretariat	<p>On-Going: Projects actioned under the AFI PLAN and the AFI ROST missions.</p> <p>Inter-regional SAR workshop held with MID region on 26-29 August 2019 in Shalala, Oman.</p> <p>Virtual workshop held on 8-9 Oct 2020 and 12 Nov 2020 to address the gaps. 19 States provided feed-back on the development of SAR plans, Gap analysis and SOPs as well as establishment of national SAR Committees.</p>
			States and RECs	Implementation of Robust and effective		APIRG Secretariat	

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		<p>c) SAR organisation and capabilities; and IATA / Airlines include SAR requirements as part of their pre-operational assessment and technical panels/missions to States/ ANSPs.</p>	<p>States</p> <p>Air Operators</p>	national SAR systems	APIRG/23	IATA	The AFI SAR TET was added to with 5 extra experts from ESAF region; Kenya, Mauritius, Seychelles and Uganda.
Conclusion 22/10:	Relocation of the Mogadishu FIC from Nairobi to Mogadishu, ATS Organizational Changes and Airspace Operational Improvements	<p>That:</p> <p>a) Somalia is 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 control service and ADS-C/CPDLC;</p> <p>b) In order to minimize the risk of safety degradation during the ADS-C/CPDLC trials, such trials be preceded</p>	Somalia	Implementation of Class A airspace in the Mogadishu FIR	APIRG//23		<p>On Going: Relocation took place, the upgrading of the airspace ongoing through the ICAO TCB project.</p> <p>Delay caused by COVID 19 travel bans affecting experts' ability to travel to site.</p>

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		<p><i>by implementation of air traffic control service;</i></p> <p>c) <i>ICAO is requested to continue providing guidance and assistance to Somalia and the FISS, as necessary;</i></p> <p>d) <i>Somalia/FISS should continue to inform airspace users of the transition and availability of associated services in a timely manner; and</i></p> <p>e) <i>Airspace users are requested to report incidents to the State, IATA and ICAO for necessary follow-up action, including mitigation measures.</i></p>	<p>Somalia</p> <p>ICAO</p> <p>Somalia</p> <p>Air Operators</p>	<p>Increased RVSM airspace safety against agreed TLS.</p>	<p>APIRG/23</p> <p>APIRG/23</p>	<p>APIRG Secretariat</p> <p>IATA and ICAO</p>	
Conclusion 22/11	Efforts to Address Aeronautical Mobile Service Deficiencies	<p><i>That:</i></p> <p><i>The concerned AFI ANSPs establish Service Level Agreements (SLAs) with users and collaborate to identify measures to address aeronautical mobile service (AMS) deficiencies</i></p>	ANSPs & Air Operators	<p>Increase AN Safety through the improvement of the quality and integrity of A/G communication</p>	APIRG/23	IATA	<p>SLA to be concluded and</p> <p>Yearly surveys to be conducted</p>

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Conclusion 22/12:	Establishment of the AFI Performance-Based Communication and Surveillance (PBCS) Monitoring	<p><i>That:</i></p> <p>a) <i>The AFI PBCS monitoring should be established as part of the AFI RMA monitoring mechanism;</i></p> <p>b) <i>ICAO to formally request South Africa, as matter of urgency, to facilitate the inclusion of PBCS monitoring in the functions and responsibilities of the AFI Regional Monitoring Agency (ARMA) and provide necessary expertise for both functional areas (RVSM and PBCS), as well associated support to States and service providers as applicable;</i></p> <p>c) <i>South Africa be mandated to formulate cost recovery mechanism in accordance with ICAO policies and in coordination with users and AFI ANSPs as necessary, and provide an update to AFI States and</i></p>	<p>ARMA</p> <p>ICAO</p> <p>ICAO/ RSA</p>	Implementation of the AFI PBCS monitoring	APIRG/23	Secretariat	Completed- item(b) State letter sent to South Africa for ARMA to take up the monitoring responsibility, Ref: ES AN 4/26 -0446 dated 7/10/2020

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		<p>ANSPs through the Secretariat and the APIRG framework;</p> <p>d) The Secretariat to provide assistance and support as necessary to facilitate early establishment of the AFI PBCS monitoring mechanism; and</p> <p>e) The proposed terms of reference of the ARMA relating to PBCS monitoring at Appendix 4C to this report be reviewed and updated as necessary.</p> <p>f) PBCS monitoring should be established as part of the South Atlantic Regional Monitoring Agency (SATMA) monitoring mechanism</p>	<p>Secretariat</p> <p>Secretariat/ ARMA</p> <p>Secretariat</p>		APIRG/23		Revision of the ARMA ToRs included in the SL: ES AN 4/26 -0446 dated 7/10/2020

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Decision 22/13:	Adoption of RCP 240 and RSP 180 for PBCS operations in AFI Region	<p><i>That,</i></p> <p>a) <i>AFI States start pre-implementation as RCP/RSP specifications have been defined to establish PBCS policies for ANSP, Operators and Airworthiness. Publish the PBCS requirements in Aeronautical Information Publication;</i></p> <p>b) <i>States/ANSPs adopt RCP 240 and RSP 180 for implementation in the AFI and SAT area and establish a line of communication with AFI Regional Monitoring Agencies regarding non-compliance.</i></p> <p>c) <i>ANSPs establish mechanisms to recognize RCP/RSP Capabilities in ATC automation and provide RCP/RSP compliant air traffic services;</i></p> <p>d) <i>Operators prepare to file RCP/RSP capabilities in flight plans and participate in</i></p>	<p>States</p> <p>States/ANSPs</p> <p>ANSPs</p> <p>Air Operators</p>	<p>Implementation and Harmonisation of the Required Performance framework for Communication and surveillance in the AFI region</p>	APIRG/23	Secretariat/ States/ ARMA/ IATA	Pending

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		e) <i>PBCS Implementation and Monitoring programmes; and States that have aircraft that operate outside of the AFI Region to start developing PBCS policies to help their operators with RCP/RSP(PBCS) Approvals as per ICAO Doc 9869.</i>	States				
Conclusion 22/14:	Adoption of the AFI ATM Contingency Plan	<p><i>That:</i></p> <p>a) <i>the classification of contingencies into the proposed level 1, 2 and level 3 contingencies is adopted;</i></p> <p>b) <i>the Regional Contingency Routes for level 2 and level 3 contingencies are adopted;</i></p> <p>c) <i>the AFI Regional ATM Contingency Plan in Appendix 4J is adopted; and</i></p> <p>d) <i>the establishment for an AFI Regional Contingency Coordination Team (CCT) that includes Regional ATM/SAR Officers (ESAF/WACAF),</i></p>	<p>States</p> <p>ICAO ROs</p>	<p>Harmonized Contingency Plans for the AFI region</p> <p>Active AFI CCT</p>	<p>APIRG/23</p> <p>APIRG/23</p>	<p>Secretariat</p> <p>Secretariat</p>	<p>Completed.</p> <p>The AFI CCT is operational; it has successfully handled 6 Contingency situations since</p>

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		<i>State Focal Points, ARMA, IATA, IFALPA, IFATCA, CANSO, etc. is endorsed.</i>					establishment in August 2019
Conclusion 22/15:	Implementation of eleventh TAG meeting report	<p><i>That:</i></p> <p>a) <i>States update the contact details of RVSM National Programme Managers or Focal Points by 31 December 2019;</i></p> <p>b) <i>ICAO and ARMA jointly conduct seminars for State agencies and RVSM NPM/Focal Points in 2019 to inform and/or update them on RVSM requirements and post implementation responsibilities of States, ANSPs, Airspace Users and other stakeholders;</i></p> <p>c) <i>ICAO ESAF and WACAF Regional Offices facilitate Coordination Meetings for Ad-dis Ababa, Kinshasa and either Gaborone or Lusaka FIRs, and ensure the participation of neighbouring FIRs and/or ATC Units to</i></p>	<p>States/</p> <p>ICAO/ ARMA</p> <p>ICAO ROs</p>	<p>Improved safety in the AFI RVSM airspace</p> <p>Technical competency within the States</p>	APIRG/23	<p>Secretariat</p> <p>Secretariat</p>	<p>On-going:</p> <p>Item (a) -SL circulated Ref: ES AN 1/6 -0437 dated 1/10/2020: total of 16 states and 1 ANSP have NPM appointed/ information updated.</p> <p>Item (b)- Virtual awareness workshop carried out on 11 Nov 2020</p> <p>On-Going-item(c)</p> <p>One Coordination Meeting (CM) held on 8th July 2020 with Somalia CAA and IATA</p>

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		<p><i>resolve the high numbers of Co-ordination Failures by 30 June 2020;</i></p> <p><i>d) States/ANSPs be urged to report all vertical events involving large height deviations and take the necessary corrective action to reduce the total vertical risk further down to below the total vertical Target Level of Safety;</i></p> <p><i>e) AFI Trans-regional co-ordination failures between Sanaa FIR and Mogadishu, Asmara and Djibouti should be given immediate attention due to the number of events that have occurred; and</i></p> <p><i>f) States/FIRs which have not yet done so are urged to submit all the RVSM data from 2018 to 2019 and establish a mechanism for submission of monthly data to ARMA.</i></p>	<p>ANSPs</p> <p>ICAO ROs</p> <p>States</p>	<p>Reduction in coordination failures/improved TLS and reduction in CRA level</p> <p>Reduction in coordination failures/improved TLS and reduction in CRA level</p> <p>Reduced CRA level</p>	<p>30 June 2020</p> <p>APIRG/23</p>	<p>ARMA</p> <p>ICAO ROs</p> <p>ARMA</p>	<p>2nd CM held on 6th August 2020 with MID region for Red Sea states/Horn of Africa states (Yemen, Ethiopia, Oman, Somalia, IATA, IFALPA and IFATCA with ICAO ESAF, MID and WACAF ROs participated)</p> <p>Mogadishu FIR has since updated LOPs with Mumbai, Sanaa, Nairobi, and Addis. Pending with Djibouti and Seychelles</p> <p>On-Going</p> <p>3rd CM for Vic. Falls States was planned to take place by end of Sept 2020 but was not possible due to States</p>

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							involvement in too many other activities and not able to meet.
Conclusion 22/16:	Implementation of the aerodrome operations project	<p><i>That:</i></p> <p>a) <i>Experts to be members of the Project Teams have been identified as per the AAO SG/2 report;</i></p> <p>b) <i>Project Teams are tasked to coordinate the development of project documents and implementation strategies in collaboration with the Secretariat before end of 2018;</i></p> <p>c) <i>Project Teams should report on the progress made in the implementation of the projects to the AAO-SG; and</i></p> <p>d) <i>The Secretariat to circulate a follow-up State Letter to concerned States and organizations, informing them of the nomination of the Project Teams members and re-minding them to provide</i></p>	<p>States</p> <p>State Project team members</p> <p>Project team members</p> <p>ICAO Regional Office</p>	Project document	APIRG/23	Project team members	<p>On-Going</p> <p>a). Project teams re-organized during AAO/SG 3 from 9 to 4 to fast rack and enhance the development of project documents and implementation strategies and experts identified through volunteering.</p> <p>.</p> <p>b) Reorganised project teams have started meetings after secretariat briefing .to develop project documents.</p> <p>c) Reports from project teams expected by end of 2020.</p>

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		<i>adequate support to the Project Teams activities.</i>					d) Letters send to States and Organizations on nomination of experts from respective States/ Organizations/.
Conclusion 22/17:	Participatio n of States and Organizatio ns to the AAO sub- group and Project Teams activities	<i>That: To support the implementation of projects, States, IATA, Aerodromes Operators and ACI are requested to provide more Experts by sending letters of nomination with the CVs to ICAO Regional Offices. In Addition, Aerodrome Operators and ACI should participate and effectively support the AAO/SG and APIRG activities including meetings.</i>	States	Nominated States and CVs for experts	-	Secretariat	On-Going Some experts nominated from States and Organizations have been working on projects. During AAO/SG3 more experts volunteered from States and Organizations to support new

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							proposed project teams arrangement. Letters send to States informing them of new volunteers and requesting for formal submission of CVs.
Conclusion 22/18:	Certification of international aerodromes	<p><i>That:</i></p> <p>a) <i>States should ensure the implementation of their aerodrome certification action plans, including timely resolution of deficiencies found on airports</i></p> <p>b) <i>States are encouraged to share their experiences and host workshops and trainings on aerodromes matters.</i></p>	<p>States</p> <p>States</p>	Certified International Airports	Dec.2020	States	<p>On-Going</p> <p>a). Implementation of action plans in some States is slow especially infrastructure based actions although progress noted given that approximately 30% of aerodromes certified.</p> <p>Other aerodromes under certification phases.</p> <p>b). Aerodrome certification workshops hosted by Zambia and Congo in 2019.</p>

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Conclusion 22/19:	Establishment of effective Runway Safety Teams at aerodromes in the AFI Region	<p><i>That:</i></p> <p>a) <i>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;</i></p> <p>b) <i>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</i></p> <p>c) <i>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.</i></p>	<p>States</p> <p>ICAO, States, RST partners</p> <p>ICAO Regional Offices</p>	Registered and Operational Runway Safety Teams at International Airports	APIRG/23	States and Runway Safety Go teams	<p>On-Going</p> <p>a) 45%* of international Aerodromes have Runway Safety Teams.</p> <p>b) ICAO/ACI/IATA/FAA and Runway Safety Teams providing Seminars and workshops to individual States like Botswana</p> <p>b). A Regional Runway ICAO / FAA Runway Safety Workshop held in Lomé, Togo from 9 to 13 September 2019</p> <p>b).Virtual Runway Safety Webinar facilitated by ICAO ESAF and IATA held on 21/22 October 2020 and States reminded to</p>

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							request for RASG-AFI Go- Teams Assistance for establishment of Runway Safety Teams
Conclusion 22/20:	Amendment to the AFI Air Navigation Plan (eANP, Doc 7474)	<p><i>That:</i></p> <p>a) <i>APIRG endorse the final Draft of AFI ANP Volume II as presented in Appendix 4E to the report;</i></p> <p>b) <i>AFI States provide timely inputs to Volume III of the AFI ANP as at Appendix 4F to this report, once circulated for comments;</i></p> <p>c) <i>States comply with the procedures for amendment (PfAs) of the AFI eANP upon initiation by the ICAO ESAF and WACAF Regional Offices; and</i></p> <p>d) <i>The ESAF and WACAF Regional Offices expedite the processing of all outstanding requests for changes to the ANP submitted</i></p>	<p>APIRG</p> <p>States</p> <p>States</p> <p>ICAO Regional Offices</p>	Amended ANP	APIRG/23	States	<p>On-Going</p> <p>a). Few States provided inputs to Volume II. Volume III still under development.</p> <p>b).Requests submitted by some States for necessary action.</p> <p>c). A number of PFAs submitted by States have been processed and approved by ICAO Council. Some PFAs still undergoing approval process.</p>

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		<i>by States for inclusion in Volumes I and II of the AFI eANP, as soon as practicable.</i>					
Conclusion 22/21:	Harmonization of the information published by States related to aerodromes	<i>That: States should harmonize information published in the AFI eANP, their USOAP SAAQ and their AIPs.</i>	States	Harmonized data	Ongoing	States	On-Going Process Ongoing. Some States have harmonised data
Conclusion 22/22:	Effective and efficient participation of Administrations in the IIM Projects activities	<i>That: Administrations/Organizations members of the APIRG IIM subgroup, assess prior to their commitment, their capability, capacity and availability to ensure an effective participation of their representatives to the activities of the Sub Group, including Projects coordination Teleconferences and accordingly provide them with the adequate facilitation for their full involvement.</i>	States & Organizations	Regular participation in APIRG IIM/SG activities	Ongoing	APIRG IIM/SG Chair & Secretariat	Partially implemented Project Teams reported low pace of attendance by States to the activities of the IIM Projects
Conclusion 22/23:	Effective coordination of IIM COM	<i>That; As a matter of urgency: a) Nigeria (coordinator of AIM Project 3 and COM Project 2),</i>	Nigeria, Senegal & Uganda	To make operational the concerned projects	APIRG/23	APIRG IIM/SG Chair & Secretariat	Implemented Concerned States nominated PTCs

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	Project 2, AIM Project 3, Spectrum Project and MET Project 2	<i>Senegal (coordinator of MET Project 2) and Uganda (coordinator of Spectrum Project 1) confirm to the APCC with copy to the Secretariat, their commitment to effectively lead the respective projects teams they were volunteer to coordinate; b) States willing to coordinate the above projects express their interest to the Secretariat in case the current nominated States may not be willing to continue the coordination.</i>	Other States				
Conclusion 22/24:	Report on APIRG outcome and Update of the deficiencie s in the areas of AIM, CNS and MET	<i>That: a) Administrations regularly report on the status of implementation of the APIRG meetings outcome through ANRFs; b) IATA and concerned Administrations/Organizations take the appropriate actions to update, assess and address deficiencies identified in the areas of AIM, CNS and MET with</i>	a) States b) IATA States & Organizations	a) To identify through thorough reports the status of implementation of APIRG conclusions & decisions b) To assess, identify and conduct appropriate actions to clear	ongoing	States & ICAO	Partially implemented a) States are not reporting the status of implementation of the APIRG meetings outcome through ANRFs b) ANND under development

Conclusions/ Decisions No.	Title of Conclusion/ Decision	Text of Conclusion/Decision	Responsibility	Deliverable	Report/ Completion date	Follow up Action by	Comment on Status of implementation
1	2	3	4	5	6	7	
		<i>regard to the AFI air Navigation Plan procedures.</i>		out ANS deficiencies identified by APIRG			
Conclusion 22/25:	ICAO support to IIM activities	<p><i>That;</i> <i>ICAO reinforces its support to the activities of the APIRG IIM Sub-Group, in particular those related to the conduct and coordination of regional projects by:</i></p> <p><i>a) The effective activation of the Regional Air Navigation Assistance Teams (RANSTs) to conduct support missions to States in accordance with Decision 21/03: Establishment of Regional Air Navigation Support Teams (RANSTs) APIRG/21;</i></p> <p><i>b) Organizing workshops, seminars on the emerging technologies/systems involved in the GANP technology Roadmap in support to regional IIM projects.</i></p>	ICAO	<p>Improve and sustain IIM/SG activities through:</p> <p>a) operationalization of the RANSTs</p> <p>b) Organization of Workshops and seminars</p>	ongoing	ICAO	<p>Partially implemented</p> <p>a) Regional Air Navigation Assistance Teams (RANSTs) have not yet been activated</p> <p>b) Workshop on Cyber safety and resilience organized and planned workshops on COM, NAV, SUR and Spectrum cancelled due to the COVID-19</p>
Conclusion 22/26:	Amendments to the AFI	<i>That:</i>	PTCs	Completion of the AFI	APIRG/23	GHANA SUR PTC	Not implemented

Conclusions/ Decisions No.	Title of Conclusion/ Decision	Text of Conclusion/Decision	Responsibility	Deliverable	Report/ Completion date	Follow up Action by	Comment on Status of implementation
1	2	3	4	5	6	7	
	Aeronautica I Surveillance implementat ion strategy	<i>Considering the deployment of new technologies and the need for a rationalized aeronautical infrastructure, the surveillance Project Team develops proposals for amendments to the AFI Aeronautical Surveillance implementation strategy and report to the APCC.</i>		Surveillance Strategy			
Conclusion 22/27:	Implement ation of AMHS in the AFI Region	<i>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.</i>	States & PTCs	Effective implementation of AMHS	APIRG/23 and beyond	ongoing	Partially implemented- Initiatives have been taken by States and Organizations for the implementation of AMHS within and across the AFI Region
Conclusion 22/28:	Seamless Aeronauti cal Surveillan ce Service	<i>That: a) Administrations/Organizations plan and implement ground base surveillance sensors (SSR Mode S, ADS-B) data shearing in order to provide a seamless aeronautical surveillance Service</i>	States, AFCAC & ICAO	To build a robust digital G/G in accordance with the AFI ANP and the GANP	On going	a) PTC COM Project 2 (Nigeria)	Partially implemented- (Comment on status)

Conclusions/ Decisions No.	Title of Conclusion/ Decision	Text of Conclusion/Decision	Responsibility	Deliverable	Report/ Completion date	Follow up Action by	Comment on Status of implementation
1	2	3	4	5	6	7	
		<p><i>through within and across FIRs in concerned Area of Routing;</i></p> <p><i>b) ICAO and AFCAC, provide the continue desirable support for project development, training, mobilization of funding</i></p>					
Conclusion 22/29:	Support to ICAO Position for ITU WRC-19	<p><i>That:</i></p> <p><i>Administrations are urged to intensify the supporting initiative and actions towards their national Authority of Regulation of Telecommunication to ensure that the ICAO position for WRC-23 is shared understood and reflected in the national position of the State to the Conference.</i></p> <p><i>In doing so, they will ensure as well as possible their participation in the national coordination meetings and in the Conference itself, coordinating between the CAA with the aviation industry to identify the national concerns on spectrum and promoting ICAO policy in the matter prior to the Conference.</i></p>	States	Ensure the adherence of States and industry stakeholders to the ICAO Position for WRC-23	APIRG/24	ICAO	To be implemented ICAO position for WRC-23 is not yet available

Conclusions/ Decisions No.	Title of Conclusion/ Decision	Text of Conclusion/Decision	Responsibility	Deliverable	Report/ Completion date	Follow up Action by	Comment on Status of implementation
1	2	3	4	5	6	7	
Conclusion 22/30:	Harmonization of the implementation of ASBU elements in the AFI Region	<p><i>That, in order to ensure a harmonized implementation of ASBU elements:</i></p> <p><i>a) States:</i></p> <p><i>i) Strengthen the necessary bilateral and multilateral arrangements for the coordinated and effective implementation of the ASBUs modules with the view of ensuring systems and services interconnectivity and interoperability.</i></p> <p><i>ii) Appoint National Focal Points to coordinate at State level the implementation of ASBU;</i></p> <p><i>iii) Develop National Implementation Plans for the coordinated implementation of ASBU.</i></p> <p><i>b) ICAO provides more Training workshops to improve the understanding on ASBU and the new modules for Block 1.</i></p>	<p>States</p> <p>States</p>	<p>Harmonised implementation of ASBU elements</p> <p>Technical Competency within the States</p>	<p>APIRG/23</p>	<p>Secretariat</p> <p>ICAO ROs</p>	<p>On- Going:</p> <p>ICAO/CANSO ASBU Webinar conducted in 3 series between 10th September 2020 and 7th October 2020</p>

Conclusions/ Decisions No.	Title of Conclusion/ Decision	Text of Conclusion/Decision	Responsibility	Deliverable	Report/ Completion date	Follow up Action by	Comment on Status of implementation
1	2	3	4	5	6	7	
Conclusion 22/31:	Efforts to Address Aeronautical Mobile Service Deficiencies	<p><i>That:</i></p> <p><i>a) IATA and AFI concerned ANSPs:</i></p> <p><i>1) Establish Service Level Agreements (SLAs) with users and collaborate to identify measures to address deficiencies in the area of Aeronautical Mobile Service;</i></p> <p><i>2) Reinforce cooperation and communication between stakeholders, prior to the conduct of aeronautical mobile communication surveys for more reliable results;</i></p> <p><i>b) States ensure that CPDLC is included in their regulation as part of aircraft equipage minimum list and published in their AIP as such; and</i></p> <p><i>c) IATA and States encourage airlines to continue their effort to equip their aircraft with CPDLC and use it particularly when they fly in airspace where CPDLC is the primary mean of communication</i></p>	IATA & ANSPs	Ensure reliable A/G voice and datalink communication	APIRG/23 & beyond	States IATA, ANSPs	Ongoing
Conclusion 22/32:	Operationalisation of the AFI Air Navigation	<p><i>That:</i></p> <p><i>a) ICAO to expedite the development of a harmonised methodology to be</i></p>	ICAO ROs				<p>On-Going</p> <p>Minimum reporting areas revised</p>

Conclusions/ Decisions No.	Title of Conclusion/ Decision	Text of Conclusion/Decision	Responsibility	Deliverable	Report/ Completion date	Follow up Action by	Comment on Status of implementation
1	2	3	4	5	6	7	
	Deficiency Database	<p><i>used by all regions on the reporting of deficiencies;</i></p> <p><i>b) That the Database be improved to enable States upload evidence for the closure of deficiencies;</i></p> <p><i>c) States to appoint Focal points to be trained by ICAO; and</i></p> <p><i>d) ICAO ESAF and WACAF Regional Offices hold workshops to train Focal Points on how to interact with the database.</i></p>	<p>States</p> <p>ICAO ROs</p>	<p>Active and updated AANDD and overall reduction in active deficiencies</p> <p>Technical competency at state level</p>	APIRG/23	<p>ICAO ROs</p> <p>ICAO ROs</p>	<p>Updating of the AANDD by ICTs of the Regional Offices ongoing</p> <p>Stated letters issued and Appointment of Focal Points ongoing,</p> <p>Workshop for Focal Points planned for December 2020.</p> <p>(Details in WP 8 of the meeting).</p>
Conclusion 22/33:	Implementation of AFI Plan 2019 Aviation Infrastructure for Africa Gap Analysis Recommendations	<p><i>That:</i></p> <p><i>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;</i></p> <p><i>b) States and RECs</i></p>	<p>APIRG Secretariat</p> <p>States and RECs</p>	Gap Analysis Report	APIRG/23	AFI Plan	<p>On-Going</p> <p>a). Gap analysis workshop held</p> <p>b).States encouraged making use of guidance material. States encouraged preparing Aviation Master Plans.</p>

Conclusions/ Decisions No.	Title of Conclusion/ Decision	Text of Conclusion/Decision	Responsibility	Deliverable	Report/ Completion date	Follow up Action by	Comment on Status of implementation
1	2	3	4	5	6	7	
		<p><i>should utilize available guidance material from ICAO and the results of the gap analysis to prepare national and regional Aviation Master Plans;</i></p> <p>c) <i>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</i></p> <p>d) <i>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.</i></p>	<p>States and RECs</p> <p>States and RECs</p>	<p>AFI Aviation Master Plan</p> <p>AFI Regional Implementation Plan</p>			<p>c).Pending</p> <p>Contributions towards the development of the plan expected from States.</p> <p>Pending. States and RECs expected to develop respective Regional Programmes.</p>

Conclusions/ Decisions No.	Title of Conclusion/ Decision	Text of Conclusion/Decision	Responsibility	Deliverable	Report/ Completion date	Follow up Action by	Comment on Status of implementation
1	2	3	4	5	6	7	
Conclusion 22/34:	Organization of a Round Table for APIRG Projects Funding	<p><i>That;</i></p> <p><i>In order to ensure sustainable funding for effective implementation of APIRG Projects in accordance with regional programmes:</i></p> <p><i>a) ICAO, with the assistance of AFCAC and Regional Economic Commissions, explore mechanisms for the establishment of a framework for the funding of APIRG Projects preferably before the end of year 2020.</i></p> <p><i>b) A Round Table meeting be convened to consider in particular the Air Navigation Deficiencies identified by APIRG and the outcome of assessments and gap analysis of the AFI Air Navigation Infrastructure and systems and identify feasible solutions to be funded;</i></p> <p><i>c) The outcome of the Round Table be shared with the African Union and United Nations specialized</i></p>	ICAO and AFCAC	Adequate Funding for APIRG Projects	<p>APIRG/23</p> <p>APIRG/23</p>	<p>APIRG/Secretariat</p> <p>Secretariat</p>	<p>Pending-</p> <p>Initiatives were taken by AFCAC within the mechanisms of the High Level Task Force (HLTF) on the Restart and recovery strategies during and after the COVID-19 for the African Aviation Sector (Recommendation EX/2 Referred to)</p>

Conclusions/ Decisions No.	Title of Conclusion/ Decision	Text of Conclusion/Decision	Responsibility	Deliverable	Report/ Completion date	Follow up Action by	Comment on Status of implementation
1	2	3	4	5	6	7	
		<i>institutions promoting a sustainable development.</i>					
Conclusion 22/35:	Seamless Air Traffic Management	<p><i>That, in order to improve the seamless flow of air traffic in the AFI Region:</i></p> <p>a) <i>the development of an AFI ATM regional Vision Document, Concept of Operations and Master ATM Plan with enabling Infrastructure Strategy for Africa, is endorsed;</i></p> <p>b) <i>the ATM Infrastructure Strategy should be developed in collaboration with aviation stakeholders;</i></p> <p>c) <i>the ICAO Regional Offices consider the hosting of an AFI Air Navigation Summit on seamless ATM system for the AFI Region in 2020;</i></p> <p>d) <i>the finalized Master ATM Infrastructure Strategy for Africa should be endorsed and approve by the African Union through the appropriate channels and following an</i></p>	<p>States</p> <p>ICAO ROs</p>	<p>AFI ATM CONOPS and Master Plan</p> <p>Improved understanding of Seamless ATM system</p>	APIRG/23	<p>Secretariat</p> <p>ICAO ROs</p>	<p>On- Going</p> <p>An AFI ATM Master Plan Project Team formed at the AAOSG/3 to complete the drafting of the ATM Master plan, CONOPS and Vision Document.</p>

Conclusions/ Decisions No.	Title of Conclusion/ Decision	Text of Conclusion/Decision	Responsibility	Deliverable	Report/ Completion date	Follow up Action by	Comment on Status of implementation
1	2	3	4	5	6	7	
		<p>e) <i>agreed process including timelines;</i></p> <p>f) <i>the process and timelines for the implementation of the strategy and the cascading of the strategy to States should be achieved through the development of National Aviation Master Plans and an agreeable funding model; and AFCAC should monitor and follow up with States the implementation of the process, and encourage States to remove Foreign OpSpecs requirements as per ICAO Annex 6 and Doc. 8335 and improve the process of timely approval of overflight clearance.</i></p>	<p>ICAO and AFCAC</p> <p>States</p> <p>AFCAC</p>	<p>AU approval of the ATM Master Plan</p> <p>Implementation of National Aviation Master Plans</p>	<p>APIRG/23</p>	<p>Secretariat</p> <p>APIRG Secretariat</p>	
Conclusion 22/36:	Free Routing Airspace	<i>That, in order to foster the concept of free routing in the AFI continental airspace in preparation for the ASBU B1 module,</i>	States	Implementation of FRO in the AFI airspace			<p>On- Going</p> <p>Route Lab held on 16-20 Dec 2019 –</p>

Conclusions/ Decisions No.	Title of Conclusion/ Decision	Text of Conclusion/Decision	Responsibility	Deliverable	Report/ Completion date	Follow up Action by	Comment on Status of implementation
1	2	3	4	5	6	7	
		<p>a) States consider incorporating Free Route Airspace concept into their national airspace concept and ATM Master Plan in line with the B1-FRTO ASBU module and AAO Sub-Group project plans; and</p> <p>b) East African States including, Seychelles, Mauritius, Kenya, Ethiopia, Tanzania and Uganda develop and implement Free Route Airspace as a case study for implementation of Free Routing Airspace in AFI Region as part of B1-FRTO ASBU module.</p>	East African States	Implementation of Case Study FRO in the East African airspace	APIRG/23	<p>Secretariat</p> <p>ICAO ESAF RO</p>	<p>30 new routes developed; States implemented DRO WEF 16 July 2020</p> <p>States Letter issued for States to appoint project managers; Ref: ES AN 1/6 – 0395 dated 24/8/2020</p> <p>The AFI FRA PMT established and work to facilitate the implementation of the FRA case study project commenced.</p> <p>2 meetings of the PMT held to jumpstart the project.</p> <p>b). ToRs developed.</p>

Conclusions/ Decisions No.	Title of Conclusion/ Decision	Text of Conclusion/Decision	Responsibility	Deliverable	Report/ Completion date	Follow up Action by	Comment on Status of implementation
1	2	3	4	5	6	7	
							Gap analysis, Roadmap and CONOPS development on going. Project Managers appointed by all States concerned.
Conclusion 22/37:	Operations of Unmanned Aircraft Systems (UAS)	<i>That,</i> a) <i>States are urged to coordinate with other States in the harmonisation of UAS regulations.</i> b) <i>ICAO to provide guidance material on seamless integration of UAS into non-segregated airspace.</i>	States ICAO	Harmonised integration of UAS Operations	APIRG/23	Secretariat	On-Going States to develop UAS National Regulations
Conclusion 22/38:	ANSP Peer review mechanism	<i>That:</i> a) <i>The relevant ANSP Peer review manual as adopted be used by all ANSPs;</i> b) <i>In order to strengthen the African ANSP Peer Review Programme, an AFI Plan Project be established to</i>	ANSPs	Harmonised Approach to the Peer Review programme		Secretariat	On- Going: A number of missions carried out under the CANSO peer review programme in the ESAF States and

Conclusions/ Decisions No.	Title of Conclusion/ Decision	Text of Conclusion/Decision	Responsibility	Deliverable	Report/ Completion date	Follow up Action by	Comment on Status of implementation
1	2	3	4	5	6	7	
		<p>c) <i>enhance the human resource capacity to support ANSPs; African ANSPs strengthen their cooperation towards enhancement of safety and efficiency of air transport operations in Africa; and share the benefits of the African ANSP Peer Review Program, with other ICAO Regions as a mean of improvement of Air Navigation services.</i></p>	<p>AFI Plan</p> <p>ANSPs and ICAO</p>	<p>Incorporation of the African ANSP Peer Review into the AFI Plan Projects</p> <p>Enhanced inter-regional safety</p>	<p>APIRG/23</p>	<p>ICAO ROs</p>	<p>under ICAO WACAF RO for the WACAF States.</p>

Conclusions/ Decisions No.	Title of Conclusion/ Decision	Text of Conclusion/Decision	Responsibility	Deliverable	Report/ Completion date	Follow up Action by	Comment on Status of implementation
1	2	3	4	5	6	7	
Conclusion 22/39:	SBAS for Africa - Indian Ocean Initiative	<p><i>That, while taking note of the “SBAS for Africa - Indian Ocean” initiative by 17 member States of ASECNA,</i></p> <p><i>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</i></p> <p><i>b) ICAO and AFCAC organize a regional workshop with all stakeholders involved in SBAS implementation thereafter.</i></p>	AFCAC & ICAO	Implementation of SBAS in AFRICA	APIRG/23	AFCAC and ICAO	<p>Pending</p> <p>Independent Cost Benefit Study launched and being conducted by AFCAC</p>
Conclusion 22/40:	Mandate for ADS-B Transponder Extended Squitter 1090 equipage in	<p><i>That:</i></p> <p><i>a) States and aircraft operators ensure that all aircraft operating within the AFI RVSM airspace are equipped with ADS-B</i></p>		Full Implementation of ADS-B Transponder ES	June 2023	States & Aircraft operators	Pending

Conclusions/ Decisions No.	Title of Conclusion/ Decision	Text of Conclusion/Decision	Responsibility	Deliverable	Report/ Completion date	Follow up Action by	Comment on Status of implementation
1	2	3	4	5	6	7	
	the AFI Region	<p><i>Transponder Extended Squitter 1090 by June 2023 (AIRAC date);</i></p> <p><i>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</i></p> <p><i>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).</i></p>	States and Air operators	<p>in AFI Region by 2023</p> <p>ADS B aircraft equipage assessment report</p>	<p>APIRG/23</p> <p>January 2025</p>	States ICAO and IATA	
Conclusion 22/41:	Implementation of the Runway surface conditions Global Reporting Format (GRF)	<p><i>That:</i></p> <p><i>a) States should:</i></p> <p><i>i) set up national and local plans with dedicated Teams, for the implementation, and make use of existing national and regional mechanisms to support the</i></p>	<p>a). States</p> <p>i). States</p>	GRF Implementation plan	Nov.2021	States	<p>On-Going</p> <p>a) Seminars and workshops on sensitization on GRF carried out in ESAF and WACAF with support from</p>

Conclusions/ Decisions No.	Title of Conclusion/ Decision	Text of Conclusion/Decision	Responsibility	Deliverable	Report/ Completion date	Follow up Action by	Comment on Status of implementation
1	2	3	4	5	6	7	
		<p><i>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></p> <p><i>ii) States should report on the implementation of the GRF to the ICAO regional Offices;</i></p> <p><i>b) International Organizations (IATA, ACI, CANSO, ASECNA, ...) should actively participate in the conduct of the Seminars and any further required activities; and</i></p> <p><i>c) ICAO Regional Offices and International Organizations such as ACI, IATA, etc. to increase training activities, including onsite trainings.</i></p>	<p>ii). States</p> <p>b). International Organizations</p> <p>a). ICAO and International Organizations</p>				<p>IATA, ACI, IFATCA and FAA.</p> <p>b) GRF implementation plans developed and currently being implemented in some States</p> <p>c) Workshops and Webinars conducted by ICAO Regional Offices and supported by IATA, ACI and CANSO.</p> <p>d) Training activities held by ICAO Regional Offices and supported by IATA , ACI among others</p>

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Conclusions/ Decisions No.	Title of Conclusion/ Decision	Text of Conclusion/Decision	Responsibility	Deliverable	Report/ Completion date	Follow up Action by	Comment on Status of implementation
1	2	3	4	5	6	7	
		<i>through the ICAO Regional Offices concerned, to participate as ob-servers the NAT SOG/21 meeting in Madrid, Spain.</i>					
Decision 22/44:	Focal points for coordination between SAT and NAT	<i>That the Secretariat coordinate and confirm the appointment of focal points to coordinate with the NAT on the identified and prioritized list of projects as per the ACM /1 meeting resolution.</i>	States and SAT Secretariat	Active participation by AFI States on ACM projects	APIRG/23	SAT Secretariat	On- Going: States are in the process of providing the nominations
Conclusion 22/45:	PBCS Monitoring by RMAs	<i>That the Regional Monitoring Agencies SATMA, ARMA and CARSAMMA update their ToRs for the inclusion of PBCS monitoring and the installation plans for an additional RVSM HMU in the AFI Region to ensure global harmonization.</i>	RMAs	PBCS monitoring incorporated into ToRs for the RMAs	APIRG/23	ARMA	On-going ICAO State Letter to RSA (Ref: ES AN 4/26 -0446 dated 7/10/2020) included the amended TORs for ARMA
Conclusion 22/46:	Formalization of the SAT Group	<i>That States and SAT role players are requested to provide information to the SAT Secretariat related to various options be considered by ICAO to formalize the SAT Group with the aim to further improve coordination with the NAT, harmonize operations and</i>	AFI SAT States	Implementation of the SAT GROUP	31 October 2019	SAT Secretariat	On- Going: Process to formalise the Group passed through APIRG/22

Conclusions/ Decisions No.	Title of Conclusion/ Decision	Text of Conclusion/Decision	Responsibility	Deliverable	Report/ Completion date	Follow up Action by	Comment on Status of implementation
1	2	3	4	5	6	7	
		<i>provide a platform for discussions, by 31 October 2019.</i>					
Decision 22/47:	Formalization of the SAT Group	<i>That the Secretariat coordinate the various options proposed by the SAT role players to formalize the SAT Group with ICAO HQ for presentation to the ANC and Council.</i>	APIRG Secretariat	Presentation of proposal for harmonisation of SAT Group to ANC and ICAO Council	APIRG/23	ICAO ROs	On-going after formalization of Group
