APIRG Conclusions/ Decisions Reference.	Title of Conclusion/ Decision	Text of Conclusion/Decision	Responsibility	Deliverable	Report/ Completion date	Follow up Action by	Comment on Status of implementation (meeting)	Status 2023	Remarks	Key words	Proposed revised targets	Area	Topic	Reformulation	KPI/Targets
Conclusion 2097:	Addressing missing flight plans	That (a) States should implement revised	States States	Elimination of missing flight plan irregularity	APIRG/21 28 February 2014			No longer applicable	To be coordinated with HM SG and develop a more comprehensive	FPL, IRM, FF-ICE		ATM-SAR			
Decision 2098:	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 IPC).	APIRG Secretariat	ADS-C/CPDLC implementation project	31 03 2016			Not applicable to AAO-SG		ADS-C, CPDLC		IIM			
Conclusion 2024:	Establishment of a Project Team for the implementation of a data link central monitoring and reporting agency (DLCMRA)	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 DLCMRA, 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	APCC/ APIRG/21 meetings			Not applicable to AAO-SG	Project moved to RASG AFI	DL, DATA LINK, IIM, CNS		IIM			
DECISION 2102	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	APIRG/22	APIRG Secretariat		Not applicable to AAO-SG		APIRG SUB-group		ATM-SAR			
CONCLUSION 2113:	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 IMISG with the support of ICAO should accordingly develop and maintain a regional database on reported cases of such harmful interference.	ANPs/Airlines IMISG	Regular reports from airlines to CAAs Regional database developed and maintained	APIRG/22 APIRG/22	APIRG Secretariat APIRG Secretariat		Not applicable to AAO-SG	Project under IIM SG	IIM , CNS		IIM			
CONCLUSION 2114:	ASM IMPLEMENTATION	That, in order to comply with the schedule for ASM implementation based on the project deliverables for the AFI Region as defined by the IMISG, 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 AIM	Project migration deadline	APIRG Secretariat		Not applicable to AAO-SG	Project under IIM SG	IIM , CNS		IIM			
CONCLUSION 2116:	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	Dasember 2018	APIRG Secretariat		Not applicable to AAO-SG	Under RASG-AFI	RASG		IIM			
CONCLUSION 2132:	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	APIRG/22 APIRG/22	Concerned states ICAO		Not applicable to AAO-SG	Conclusion to be reformulated to incl	IRM , CNS		IIM			
CONCLUSION 2133:	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 realisation 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		States States States		Not applicable to AAO-SG	Project under IIM SG	IIM , CNS		IIM			
CONCLUSION 2134	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	Dasember 2018 June 2018 APIRG/22	States States States		Not applicable to AAO-SG	Project under IIM SG	IIM , CNS		IIM			
Conclusion 2204:	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 inputs 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	8 Nov 2020 APIRG23 APIRG23	ASCAAR project Team and Secretariat Secretariat	On-Going workshop held on 27 – 31 January 2020, SSR codes allocation revised and Doc 7474 Extract amended	Not applicable to AAO-SG	Concluded by Conc 25/06	SSR CODE		IIM			
Conclusion 2211	Efforts to Address Aeronautica l 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	APIRG23	IATA	SLA to be concluded and Yearly surveys to be conducted	Not applicable to AAO-SG	Project under IIM SG	IIM , CNS		IIM			
Conclusion 2227:	Implemen tation 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 threats, Administrations/Organizations are urged to speed up the planning, implementation, operation and monitoring of AMHS.	States & PTCs	Effective implementation of AMHS	APIRG23 and beyond	ongoing	Partially implemented Initiatives have been taken by States and Organizations for the implementation of AMHS within and across the AFI Region	Not applicable to AAO-SG		AMHS, ASBU		IIM			
Conclusion 2233:	Implementa tion of AFI Plan 2019 Aviation Infrastructu re for Afrika Gap Analysis Recommend ations	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	APIRG23	AFI Plan	On-Going a). Gap analysis workshop held b) States encouraged making use of guidance material. States encouraged preparing Aviation Master Plans. c) Pending Contributions towards the development of the plan expected from States. Pending. States and RECs expected to develop respective Regional Programmes.	Not applicable to AAO-SG	Coordinated by RASG/AFI	ASBU		APIRG			

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 field-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 organise a regional workshop with all stakeholders involved in SBAS implementation thereafter.	AFCAC & ICAO	Implementation of SBAS in AFRICA	APIRG/23	AFCAC and ICAO	Pending Independent Cost Benefit Study launched and being conducted by AFCAC	Not applicable to AAO-SG	Project under IIM SG	IIM , CNS, GNSS, SBAS		IIM			
Conclusion 22/40:	Mandate for ADS-B Transponde r 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 (ARAC 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 (ARAC date).	States and Air operators	Full Implementation of ADS-B Transponder ES in AFI Region by 2023 ADS-B aircraft equipage assessment report	June 2023 APIRG/23 January 2025	States & Aircraft operators States ICAO and IATA	**Pending**	Not applicable to AAO-SG	Project under IIM SG	ADS-B		IIM			
Conclusion 2/05	Improving NOTAM Quality Management Team (ANMP 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	APIRG/24		Regional workshop on NOTAM improvement schedule for 22 to 24 June 2021. Progess monitoring meeting schedule in September and November 2021.	Not applicable to AAO-SG	Project under IIM SG	NOTAM, IIM, PRROJECT TEAMS		IIM			
Conclusion 21/12	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 CRIRC, and review NOTAMS to ensure their updates along with the resumption of air operations.	a) ICAO b). States	a). State lette from ICAO b). Data on the CRIRC platform	Feb. 2021		State letter sent. Updates on CRIRC and NOTAMs are an ongoing process	Not applicable to AAO-SG	Closed with the lifting of COVID 19 restrictions			IIM			
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) HMCCOMS Project, with the support of the Secretariat and the industry, to identify and conduct trainings as required**	States/Organizatio ns Service providers (airlines, airport operators ANSPs etc.) Secretariat and HM's COMS Project		Plans developed and implemented Training provided to States			Not applicable to AAO-SG	Project under IIM SG	IIM, CNS, PROJECT TEAMS		IIM			
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	On-going			Not applicable to AAO-SG	Under RASG-AFI	OVFC, COVID		APIRG			
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			Not applicable to AAO-SG	Under RASG-AFI	OVFC, COVID		APIRG			
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						Not applicable to AAO-SG	Under RASG-AFI	ANS, KPI, ASBU		APIRG			
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 Office 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						Not applicable to AAO-SG	Under RASG-AFI	ANS, KPI, ASBU		APIRG			
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						Still valid	Not completed	CP		ATM-SAR		That, to ensure the effectiveness of the ATM CP, and a) The Secretariat to coordinate the update the AFI ATM Arrangement plan by 31 December 2025 b) The States coordinate the conduct of at least one tabletop exercise between their FIRs by 31 December 2026;	(a)ATM CP updated (b) % of tabletop exercises conducted in AFI
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.						Still valid	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 alternate RVSM Focal Points Percentage of submitted Focal Points that participate in follow-up coordination meetings or discussions with ARMA.
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.						Not applicable to AAO-SG	Matured	PROJECT TEAMS		ATM-SAR			
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.						Still valid	Not completed. ANS Summit was postponed for end of 2025 by APIRG/27 (Report section 3.1.9).	ATM SUMMIT		ATM-SAR			

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.						Not applicable to AAO SG	Project under IIM-SG	IIM, CNS, PROJECT TEAMS		IIM			
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.						Not applicable to AAO SG	Project under IIM-SG	APIRG SUB-group, PROJECT TEAMS		APIRG			
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					Still valid	survey not conducted. It should be follow up by the PBCS PMT once established. Conclusion still valid	PBCS, RVSM, ARMA		ATM-SAR			
APIRG/25 Decision 25/42	ADS-B Mandate in the Regional RVSM airspace	That, in compliance with the provisions of APIRG Conclusion 22/34, 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 coverage 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						Still valid	(a) not completed (b) not completed	ADS-B		ATM-SAR			(a) % of aircraft equiped ADS-B