APIRG Conclusions/ Decisions Reference.	Title of Conclusion / Decision	Text of Conclusion/Decision	Responsibility	Deliverable	Report/ Completion date	Status (meeting)	Follow up Action by	Comment on Status of implementation (meeting)	Status APIRG 21	Status 2023	Remarks	Key words	Proposed revised targets	Area	Topic	Reformulation	KPI/Targets
Conclusion 20/91:	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 post 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 60% of certification of International Aerodromes in the AFI Region by end of 2016	States	Certification of international aerodromes 60% of AFI international aerodromes certified	APIRG/21 31 December 2016	24% (12 out of 155), AFI international Aerodromes Projects endorsed by the AAO/GIS, pending for implementation; AFI Plan Assistance				Ongoing through the AFI Plan project for aerodrome certification Current status (31/5/by expected to be 41.82%/by the end of 2023	Still valid	As at June 2023 38% of International Aerodromes Certified . Conclusion needs to be reformulated to revise target.		States to ensure all international Aerodrome are Certified/by 2028 (this is not realistic) or a rate of min 3 to 4 certification per year	AOP	Aerodrome certification	That : States to ensure the certification of all their international aerodromes by	% of certified aerodromes in ICAO and WACAF regions
Conclusion 20/92:	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	APIRG/21 As per States' deadlines	Ongoing; Report on implementation Status APIRG/21 Report on implementation Status APIRG/21				Ongoing through the aerodrome certification Project. Few responses received from States	Still valid	Conclusion needs to be reformulated to be more specific and include KPIs for monitoring purposes		Status of Adoption of PANS-Aerodromes volume 3 and latest amendments Annex 14 Vol 1&2	AOP	PANS	To reformulate States as per the agreement of the meeting	Number of aerodromes removed
Conclusion 20/93:	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	States States States	Aerodrome emergency plans based on ICAO and WHO provisions	APIRG/21	Report on implementation Status APIRG/21 Report on implementation Status APIRG/21 No more restrictions				Ongoing (40%) Ongoing (40%) Done	Still valid	Conclusion needs to be reformulated to include specific KPIs			AOP	AEP		
Decision 20/94:	AFI ANS key performance indicators, targets and monitoring	That: a) The institutional and regional ANS key performance indicators (KPIs) and targets at Appendix 2-2B to this report are adopted by APIRG; b) The Secretariat should present the adopted ANS key performance indicators and targets to the 3rd RASG-AFI Meeting for information and the AFI Plan Steering Committee for endorsement and subsequent implementation by States; and c) The Secretariat should continue the development of appropriate targets for ASBU Block 0 modules and	States APIRG Secretariat APIRG Secretariat	Implementation of agreed ANS KPIs and targets Working paper presented to RASG- AFI/3 Set KPIs for ASBU Block 0 modules and Regional performance objectives	December 2015 December 2015 APIRG/21	Completed; Completed Sub-Groups to plan accordingly				Done Done	No longer applicable	The AFI eANP Volume III as well as AFI Plan and plans in different sub areas of ANS contain KPIs and targets that are aligned with the GANP	ANS, KPI, ASBU		ATM-SAR			
Conclusion 20/95:	Status of implementation of ASBU Block 0 Modules	That: a) States be urged to provide information on the status of implementations of ASBU modules using the Air Navigation Reporting Forms (ANRFs) or other reporting tools as may be provided, at least twice a year; and b) The Secretariat should coordinate the development of annual air navigation reports reflecting the status of implementation of ASBU modules, to be presented to the APIRG through its Project Coordination Committee (APCC).	States APIRG Secretariat APCC	Progress reports by States Progress Report on ASBU implementation	APIRG/21 and as required by ICAO RCs APCC/ APIRG/21 meetings	Pending;States responses on implementation status				Done Ongoing	No longer applicable	Conc. updated by Con 21/58 and 25/11	ASBU		AAO			
Decision 20/96:	Measures to address the high number of unsatisfactory condition reports (UCRs) in the AFI region	That, APIRG in coordination with RASG-AFI, take necessary action to identify specific measures to be undertaken by States, Air Navigation Service Providers and other stakeholders to effectively reduce the high numbers of UCRs in the AFI Region, with particular attention to ASPACG in line with the established ANS performance indicators and targets.	APIRG Secretariat	Reduction of UCRs	APCC/ APIRG/21 meetings	Measures being implemented; A project is being developed				Ongoing	No longer applicable	The monitoring of UCRs in AFI are placed under AAO and not APIRA. Annual report is provided to AASPG. The proposed KPI (in column V) should be the only means of follow up and reporting.	UCR, TAD, AIAG, RASG		ATM-SAR			% of UCRs recorded per year in the AFI airspace above FL285
Conclusion 20/97:	Addressing missing flight plans	That: a) States should implement remedial measures identified within the frameworks of APIRG and learn from other ICAO Regions to address the irregularity of missing flight plans; b) States should establish a focal point team to follow-up on the implementation of the remedial measures; c) ICAO, ANSPs, AFIMA, IATA and FALPA should continue to encourage stakeholders for the use of collective addresses as implemented by ASECNA to mitigate the loss of flight plans; and d) The Secretariat should initiate a mechanism at AFI level to analyze deeply and find a definitive solution to the	States States Concerned stakeholders APIRG Secretariat	Elimination of missing flight plan irregularity Designated focal points Implementation of ATN collective addresses identification of root causes and remedial actions to missing flight plan irregularities	APIRG/21 26 February 2016 30 June 2016 31 March 2016	Measures developed to; States to reduce missing flight plans There has been a gradual reduction in missing flight plans being reported					No longer applicable	To be coordinated with IFM SG and develop a more comprehensive conclusion with new KPIs.Issue of missing FPL has not been discussed in APIRG since APIRG16, rate of missing FPL was reported to be low following implementation of effective mitigation measures. To be moved to the list of	FPL, IFM, RT-ICE		ATM-SAR			
Decision 20/98:	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	31/12/2016	ADS-C CPDLC being implemented in some AFI FIRs Follow up CPDLC Workshop in Accra which should facilitate					Not applicable to AAO-SG			ADS-C, CPDLC		IIM		
Conclusion 20/99:	Implementation of ICAO PBCS Manual (DOC 9869) and GOLD Manual (DOC 10037)	That: a) States, Air Navigation Service Providers (ANSPs) and users take necessary action to apply the technical and operational guidance provided in the Second Edition of Doc 9869 (Performance Based Communication and Surveillance (PBCS) Manual) and the Global Operational Datalink (GOLD) Manual (Doc 10037) once published; b) States and ANSPs that have already implemented CPDLC/ADS-C review their systems performance using PBCS Manual and take immediate action where remedial measures are necessary; and c) ICAO should provide assistance to States facing implementation challenges under the No Country Left Behind	States ANSPs States ANSPs ICAO, AIMA	Implementation of Datalink performance requirements Implementation of ADS-C/CPDLC performance requirements implementation of communication and surveillance requirements	APIRG/21 APIRG/21 APIRG/21	ADS-C CPDLC being implemented in some AFI FIRs Follow up CPDLC Workshop in Accra which should facilitate	States ANSPs States ANSPs ICAO, AIMA	Superseded by conclusions 21/69 & 22/86		Ongoing	No longer applicable	Cf. Dec. 23/86, Conc 25/65 and Conc 25/66 Consolidate into one conclusion Cf. Dec. 23/86, Conc 25/65 and Conc 25/66 CONCLUSION 25/69: Conclusion 1/64 Consolidated into one conclusion	PBCS, RVSM, ARMA		ATM-SAR		Implementation of performance based communication and surveillance (PBCS) Manual and GOLD Manual	Percentage of identified performance requirements implemented; Number of States which have implemented PBCS; Number of States which have implemented Country Left Behind (CLB) initiatives
Conclusion 20/10:	Search and Rescue (SAR)	That: a) States be urged to conclude SAR agreements under Regional frameworks to facilitate operational cooperation and efficiency; and b) The Secretariat should follow up on APIRG/19 Conclusion 19/21, on SAR Data Collection and Development and Management of an AFI SAR Web Page and 19/22 on Establishment of SAR Team of Experts and SAR Support Project and report progress to APCC, and subsequently present a status report to the next Meeting of APIRG (APIRG/21).		States APIRG Secretariat AFCAC	SAR agreements signed by all States AFI SAR web page AFI SAR Team of Experts SAR Support	APIRG/21 APCC/ APIRG/21 meetings				Ongoing	No longer applicable	Supersed Conclusion 22/89, as an SAR PHT was established to support States in the implementation of SAR.	SAR AGREEMENTS		ATM-SAR			
Decision 20/11:	AFI air navigation deficiencies data base (AANDD)	That: a) In order to facilitate the clear identification of challenges and the prioritization of implementation support, States are urged to provide status of implementation in various areas as requested by the Secretariat, and in particular, to request to surveys to that effect; and b) In order to facilitate achievement of the objectives of reporting and resolution of deficiencies in the AFI Region, the Secretariat should take necessary action to bring the AANDD into operation	States	Deficiency database fully developed	APIRG/21	Not yet started				Ongoing	No longer applicable	Superseded by Conci 23/32 Linked to Conc 21/21, Conci/23/02, Conci 23/32	AANDD		AAO			
Conclusion 20/12:	Civil/military cooperation and coordination	That in order to facilitate civil/military cooperation, States: a) Consider application of ICAO guidance material including Circular 330 and share such material with their military counterparts; b) Adopt a Flexible Use of Airspace (FUA) approach in establishing prohibited, restricted or danger areas such that these areas are established on a temporary basis, taking into account the needs of civil aviation; c) Establish a legal framework to support 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	States	Effective civil-military cooperation	APIRG/21	Two workshops held. Follow- up workshop to be organized during 2017-2018 for AFI States SL to clearly indicate military authorities				Ongoing	No longer applicable	Conclusion superseded by conclusions 23/8 &9/15 and 25/8	CMC, FRA, PBN		ATM-SAR			
Conclusion 20/13:	Resolution of safety issues in the airspace over South Sudan	That: a) South Sudan be urged to take necessary measures as matter of urgency, to effectively address safety issues in the airspace as identified by users and ICAO; b) ICAO and AFCAC are requested to continue engagement with South Sudan in order to make the assistance being provided more effective; and c) Urge partner States and Organizations supporting South Sudan in the fields of civil aviation to work more closely with ICAO in order to consolidate their efforts and realize synergies in addressing the safety issues.	South Sudan ICAO/AFCAC	Enhanced safety in South Sudan airspace	APIRG/21	Safety issues being addressed under the TANGO Two high level missions conducted to South Sudan, inter alia to facilitate				Done Ongoing Ongoing	No longer applicable	South Sudan airspace is undergoing a upgrade and so services and infrastructure with the support of ICAO. Incidents have significantly reduced.	SOUTH SUDAN		ATM-SAR			
Conclusion 20/14:	Regional PBN Implementation Plan	That: a) The Regional PBN Implementation Plan should be updated based on ASBU block 0 timelines; b) The updated Regional PBN Implementation Plan to be submitted to the APIRG Projects Coordinating Committee (APCC) for endorsement on behalf of APIRG and forwarded to States to guide implementation.	APIRG Secretariat APIRG Secretariat APCC States	Updated AFI PBN Implementation Plan Harmonized PBN implementation	APCC/ APIRG/21 meetings	GL 31% of AFI States meet the Resolution Targets for 2016 88.3% of PBN runway ends implemented				Ongoing	No longer applicable	PBN Plan was adopted through APIRG	PBN		ATM-SAR			
Decision 20/15:	Regional Performance Based Navigation (PBN) Implementation Strategy	That, the APIRG Secretariat expedite the development of a Regional PBN Implementation Strategy to speed up PBN implementation in relation to Assembly Resolution A37-11 global goals, through coordinated efforts of stakeholders including States, ICAO Regional Offices, AFCAC, and airspace users (AFRAA, IATA).	APIRG Secretariat	Plan b6	APCC/ APIRG/21 meetings	Propose a meeting with States leaders and assoc like AFCAC, AFCAC: •• develop strategy •• coordinate support				Ongoing	No longer applicable	PBN implementation strategy incorporated in the AFI PBN plan and implementation monitoring/follow up by the AFI PBN ADHOC PMT and ICAO secretariat.	PBN		ATM-SAR			
Conclusion 20/16:	Optimization of the functions of the African Flight Procedure programme (AFPP)	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.	States AFPP	States participation in the AFPP	APIRG/21 APCC/ APIRG/21 meetings	16 active participation States 4 over States				Ongoing	No longer applicable	AFI States have joined AFPP. The process of sensitization is being followed by the AFPP Management Office.	PBN, AFPP		AAO	AFPP		
Conclusion 20/17:	Support to the African Flight Procedure Programme	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.	States	Support to AFPP AFPP sustainability	APCC/ APIRG/21 meetings	16 active participating States 4 over States AASG/GIS to establish specific measures to facilitate implementation of the				Ongoing	No longer applicable	a) States such as Uganda have second qualified staffs to AFPP b) Payment of contributions is an ongoing process that is followed by the AFPP Management office and reported to APIRG annually.	AFPP, PBN		AAO	AFPP		
Conclusion 20/18:	Comprehensive measures to improve the AFI RVSM safety levels	That, in order to effectively and sustainably address the AFI RVSM safety levels, AFI States prioritize the effective implementation of the following measures: a) Incorporate Strategic Lateral Offset Procedures (SLOP), noting the safety benefits thereof even where surveillance has been implemented; b) Ensure adequate safety assessments, with particular attention to crossing points, before implementing new ATS routes; c) Take necessary action to improve reporting and investigation of incidents;	States	Increased RVSM airspace safety against agreed TLS	APCC/ APIRG/21 meetings	SL- revising of RVSM officials required. Seminar/ workshop / training planned for early 2017 SLOPS to be implemented in				Ongoing	No longer applicable	RASG-AFI SB Conc 3/06, APIRG 21 Conc 20/16, 21/16, Dec 21/27, APIRG 23 RASG-AFI/6 Conc 2/07, AGI/6/1, 23/16 Dec 23/36 Conclusion to be updated and reformulated to include KPIs for effective monitoring Cf. Dec. 23/86, Conc 25/65 and Conc 25/66	RVSM SLOP AIDC		ATM-SAR		Safety Submission and Monitoring Team activity/ report submission	
Conclusion 20/19:	Implementation of SLOP	That AFI States: a) As a matter of urgency, should take necessary measures in implementing strategic lateral offset procedures (SLOP) to ensure compliance with the provisions in PANS-ATM (Doc 4444, Chapter 16) and ICAO Circular 331; and b) Seek assistance from ICAO or the AIMA as necessary to ensure that the related publication meets the relevant ICAO provisions.	States	Increased RVSM airspace safety against agreed TLS	APCC/ APIRG/21 meetings	Guidance on publication developed by AIMA and circulated to States; 24 number of States has implemented SLOP; AIMA and the				Ongoing	No longer applicable	Part of APIRA's TORs. Annual update provided by AIMA at each joint APIRG/RASG-AFI Meeting.	SLOP AIRMA		ATM-SAR		Reformulated and consolidated into conclusion as per conclusion	Percentage of AFI States that have implemented SLOP. Number of training sessions conducted for air traffic controllers and pilots on SLOP procedures. Number of requests for assistance made to ICAO or the AIRMA
Conclusion 20/34:	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	Activity reports of the project to be provided to Secretariat for submission to the APCC CNG officer to prompt for response from					Not applicable to AAO-SG	Project moved to RASG-AFI	DL, DATA LINK, IIM, CNS		IIM			
Conclusion 20/32:	Coordination for air navigation service planning and implementation	That in the framework of the new structure and project based approach, APIRG should establish appropriate mechanisms to ensure efficient coordination of planning and implementation of air navigation services (ASIA, AIM, ATM, CNS, SAR and MET).	APIRG	Coordinated implementation of ANS requirements	APCC/ APIRG/21 meetings	Mechanisms to be fully implemented					No longer applicable	Project approach adopted by APIRG 21	ANP		AAO			
Conclusion 20/47:	Application and Development of the AFI eANP	That: a) APIRG apply the new Regional Air Navigation Plan Template approved by the ICAO Council; and b) The Secretariat i) Finalize AFI eANP Volumes I, II and III in coordination with States by 29 February 2016, based on the material developed by APIRG Sub-groups; and ii) Initiate the corresponding proposals for amendment as per applicable procedures.	APIRG States APIRG Secretariat APIRG Secretariat States	AFI eANP Template Finalized AFI eANP Volumes I, II and III AFI eANP approved	APIRG/20 29 February 2016 31 March 2016	Completed New eANP Volume I developed by the President of ICAO on 9th Nov 2016 Volume II validated, awaiting				Done	No longer applicable	Completed e ANP Vol I and Vol II, Vol III in development Superseded by Conci 25/39 Linked to Conci 21/04, Conci 20/09, and Conci 24/18	eANP, ANP		AAO			
Conclusion 20/48:	Projects Identification and Implementation Issues	That: a) The initial set of projects identified by APIRG Sub-groups as shown at Appendix 4.4.4A through Appendices 4.4.4B, 4.4.4C, 4.4.4D1, 4.4.4D2, 4.4.4E1, 4.4.4E2 and 4.4.4E3 are adopted; c) The APIRG through its APCC explore assistance and funding mechanisms in cooperation with regional and sub-regional organizations such as the African Union, the African Civil Aviation Commission, Regional Economic Communities (RECs) and Financial Institutions; and d) The ICAO Regional Offices, AFCAC and AFRAA pursue interregional coordination to achieve harmonization and	APIRG ICAO Regional Offices APCC APIRG/APCC ICAO Regional Offices AFCAC AFRAA	Implementation Projects for AI Navigation APIRG Project Catalogue for each area of routing Resource mobilization for APIRG projects Coordinated implementation of air navigation systems	31 December 2016 31 March 2016 APIRG/21 APIRG/21	Completed; Completed Funding mechanisms				Done	No longer applicable	Completed Completed	APIRG SUB-group		AAO			
CONCLUSION 21/01:	COORDINATED APPROACH TO AIR NAVIGATION PLANNING AND IMPLEMENTATION	That, in order to facilitate harmonization and efficiency in the implementation SARPs, global 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.	APIRG States	National Air Navigation Plans	31 December 2017		Chairpersons of APIRG, AAO/GI- SG APIRG DP/GIS & Secretariat			Still valid	Conclusion to be updated and reformulated to include KPIs for effective monitoring	ANP		Member of States with national air navigation plans/ We we have the status/h	AAO	GANP		
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	APIRG/22			APIRG Secretariat			Not applicable to AAO-SG		APIRG SUB-group		ATM-SAR			
DECISION 21/03	ESTABLISHMENT OF REGIONAL AIR NAVIGATION SUPPORTING TEAMS (RANST)	That, in order to support AI States in their efforts to implement air navigation operational improvements, the relevant ICAO Regional Offices (ESAF and WACAF): a) endeavour to include all areas of ANS as part of ROST missions or consider establishment of Regional Air Navigation Supporting Teams (RANST) where applicable to support States in a harmonized Performance based approach, aligned with the Global Air Navigation Plan as well as with the AFI Regional Air Navigation Plan; b) include in their work programmes assistance missions to State aimed to support States in implementing regional and national AI Navigation Plans requirements in a consistent / harmonized manner; and		Reduction of Air Navigation Deficiencies	APIRG/22			ESAF/WACAF Regional Offices			Not applicable to AAO-SG	Moved to RASG-AFI	ANP		AAO			
DECISION 21/04	APPROVAL OF VOLII AND VOLIII OF THE AFI eANP	That, in order to expedite completion and approval of the AFI eANP: a) the Secretariat should coordinate with States as soon as possible, for comments where necessary on the revised Volume II and Vol III; and b) the APCC approve AFI eANP Volumes II and III by December 2017 on behalf of APIRG, provided the comments to be received from States have no significant impact on the eANP content.	APIRG Secretariat APCC States	AFI eANP Volumes II and III Approval	31 December 2017			APIRG Secretariat			No longer applicable	AFI eANP Vol II completed; Vol III in development Conclusion superseded by Conci 25/39	ANP		AAO			
CONCLUSION 21/05:	IMPLEMENTATION OF CONTINGENCY PLANS	That, a) States develop or update Contingency Plans (CPs) that include Public Health Emergencies (PHE) and Volcanic Ash (VA) provisions and publish them as soon as practical; and b) ICAO provide assistance to States in the development and coordination of the CPs to enable their publication and completion of the Regional CP.	States ESAF / WACAF Regional Offices	Remaining States' ATM Contingency Plans (CPs) submitted to ICAO, to include PHE & VACP	31 December 2016			APIRG Secretariat			No longer applicable	Superseded by conclusion 25/02	CP		ATM-SAR			
CONCLUSION 21/06:	MEMBERSHIP OF APIRG SUBSIDIARY BODIES	That, in order to facilitate States' nomination and organizations' of members to the APIRG Sub- Groups and avail the Sub-Groups with required expertise: a) The APIRG Procedural Handbook provisions relating to membership to the Sub- Groups be revised and sufficient detail included to ensure that all fields of air navigation applicable to the respective Sub-Group are covered; and b) States and organizations that have been identified to provide core expertise to the Sub- Groups and Project Teams, and have not already so, nominate as matter of priority and in accordance with the APIRG Procedural Handbook, appropriately qualified officials to the APIRG Sub-Groups and Project Teams as applicable.	APIRG Secretariat States/ Organizations	APIRG Procedural Handbook revised Qualified officials nominated in all areas as applicable	31 May 2018 31 May 2018			APIRG Secretariat APCC States / organizations			No longer applicable	APIRG HB has been updated following the establishment of AASPG	APIRG SUB-group	States to continously nominate and facilitate experts to participate in project team activities	AAO	APIRG bodies Teams	States to nominate experts to participate in project teams/ nomination of members to APIRG bodies	1. Project team nomination 2. Revised APIRG Handbook Sates letters of nomination 3. ICAO letter of requesting nominations from states organizations
DECISION 21/07:	UPDATE OF THE AFI SECONDARY SURVEILLANCE RADAR (SSR) CODE ALLOCATION PLAN AND ASSIGNMENT PROCEDURES	That, in order to enable States to meet their increasing air traffic services safety, capacity and efficiency obligations, the Secretariat prioritize the activity of the APIRG AFI SSR Code Allocation and Assignment Review (AICAAR) Project to update the SSR Code Allocation Plan and Assignment Procedures in the AFI Air Navigation Plan.	APIRG Secretariat	SSR Code allocation plan for AFI Region updated	30 September 2016			ESAF / WACAF Regional Offices			No longer applicable	Conclude by APIRG 25 Conc 25/66	SSR CODE		ATM-SAR			
CONCLUSION 21/08:	SEAMLESSNESS OF AIR TRAFFIC MANAGEMENT IN AFRICA	That, in order to facilitate the synergetic implementation of an AFI Seamless Sky: a) All the Regional Economic Communities (e.g. EAC, ECCAS, ECOWAS, COMESA, SADC) and ANSPs serving multiple States (e.g. Roberts FIR, and ASECNA), are invited to develop a clear and agreed roadmap, in consultation with users, for the implementation of seamless, harmonized, Interoperable Air Traffic Management systems and procedures with clear benefits to the aviation stakeholders; b) Sub-regional economic bodies be requested to establish mechanisms that will facilitate timely, coordinated and efficient implementation of future technologies and procedures, while taking advantage of existing ones in	APIRG Secretariat RECs RECs AFCAC	Roadmap developed Mechanisms established Support from AFCAC provided where necessary	31 December 2018 31 December 2018 31 December 2018 31 December 2018			ESAF / WACAF Regional Offices RECs AFCAC/ICAO			No longer applicable	Superseded by conclusion 23/65 and 25/69	SEAMLESS ATM		ATM-SAR			
CONCLUSION 21/09:	PBCS PLANNING, IMPLEMENTATION AND MONITORING	That, in order to enable uninterrupted operation of aircraft flying in areas where PBCS mandates have been established, and to facilitate timely and harmonized regional implementation of PBCS in the AFI Region: a) AFI States with operators operating into areas where PBCS approval is required should prioritize establishment of necessary capacity to carry out the operational approvals and effective oversight of their operators; b) APIRG Should develop further guidance and criteria to facilitate for consideration by States with respect to PBCS implementation in the AFI Region; c) States should develop PBCS implementation plans as part of the National aviation Plans; and	States APIRG Secretariat States States	Progress reports by States on capacity Guidance developed and shared with States PBCS implementation plans developed PBCS Regional Monitoring bodies established	APIRG/22 31 December 2016 31 December 2016 31 December 2016 APIRG/22			ESAF / WACAF Regional Offices APCC		Superseded by conclusions 23/66	No longer applicable		PBCS, RVSM, ARMA		ATM-SAR			
DECISION 21/10	DEVELOPMENT OF A CATALOGUE OF APIRG PROJECTS	That, the Secretariat should finalize the consolidated catalogue providing a standardized description of all APIRG projects by 31 of December 2017, and ensure its continued update and posting on ICAO ESAF and WACAF	APIRG Secretariat	Catalogue of APIRG Projects developed	December 2017			APIRG Secretariat			No longer applicable	Completed	APIRG SUB-group		AAO			

DECISION 25/15	**LINKAGE BETWEEN PROJECTS**	That, a) The Project Teams finalize the detailed linkage between the IIM Projects; and b) The IFIS and AIO Sub Groups identify the operational requirements to be considered in the linkage between [illegible]	States (Project Team Leaders) APIRG ASBU Workshop	Project Linkage matrixes finalized	June 2016		IIM AIAO Secretariat			No longer applicable	Outdated.Replaced by Conc 23/16, Conc 19/10 and Dec 23/11, Conc/ 24/16	APIRG Side group		AIAO			
CONCLUSION 25/13:	**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.	ASPA Airlines IIM SG	Regular reports from airlines to CAAs Regional database developed and maintained	APIRG/22 APIRG/22		APIRG Secretariat APIRG Secretariat			Not applicable to AIAO-SG	Project under IIM SG	IIM _CNS		IIM			
CONCLUSION 25/14:	**ASEM IMPLEMENTATION**	That, in order to comply with the schedule for ASEM 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 Database in accordance with the AFI- CAD Concept.	States	Effective migration from AIS to ASEM	Project migration deadline		APIRG Secretariat			Not applicable to AIAO-SG	Project under IIM SG	IIM _CNS		IIM			
DECISION 25/15	**INPUTS TO THE 38th ICAO WORLD AVIATION FORUM (WAF/2) AND AU'S PROGRAMME FOR INFRASTRUCTURE DEVELOPMENT IN AFRICA (PIDA)**	That, in order to facilitate the financing and support the implementation of APIRG projects: a) The Secretariat is tasked to coordinate APIRG inputs to be submitted to the 3rd ICAO World Aviation Forum (WAF/2) to be held in Nigeria, Abuja, 20-22 November 2017, in order to assist in the following: 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 ii). Preparation and incorporation of an aviation infrastructure development plan for Africa in the Work Plan of [illegible]	APIRG Secretariat APIRG (M-IAAO SGs	APIRG inputs coordinated Updates provided to APIRG through its Sub-Groups	August 2016 June 2016		APIRG Secretariat APIRG Secretariat			Still valid	To be coordinated with IIM SG and reformulated to reflect the current situation The a gap analysis be done at the moment b) APIRG is to be updated and its subsidiary bodies involved in the work related to the above tasks by end of 2024	APIRG, PRODJET SSAM1, PIDA AU		AIAO	AIR NAVIGATION INFRASTRUCTURE	That, in order to facilitate the financing and support the implementation of APIRG	1. Gap-analyses report 2. AU's PIDA work plan taking into account the aviation infrastructure development for africa 3. Report on the implementation of the work plan 4. Updated APIRG and its subsidiary [illegible]
CONCLUSION 25/16:	**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	December 2018		APIRG Secretariat			Not applicable to AIAO-SG	Under RASG-AFI	RASG		IIM			
CONCLUSION 25/17:	**DEVELOPMENT OF NATIONAL AIR NAVIGATION ASBU PLANS**	That, States that have not yet done so develop their national ASBU plans (as a component of their national Air Navigation Plan) based on APIRG's categorization and prioritization of ASBU Modules, by not later than 16 June 2016.	States	ASBU national plans developed and submitted to ICAO	16/06/2016		CSAT / WACAT Regional Offices			No longer applicable	Superseded by Conc/ 22 /20	ASBU	NS	AIAO			
CONCLUSION 25/18:	**SURVEYS ON ASBU IMPLEMENTATION STATUS**	That: a) The Secretariat should carry out a more comprehensive survey before 31 December 2017 in order to establish the extent of ASBU Block 0 Modules implementation in the AFI Region; and b) States / Organizations cooperate and actively participate in surveys conducted by the Secretariat or relevant stakeholders to assist the AFI Region in the monitoring of, and reporting on ASBU implementation.	APIRG Secretariat States/Organizations	Survey completed States and organizations participate in surveys	31 December 2017 31 December 2017		CSAT / WACAT Regional Offices States / organizations			No longer applicable	Superseded by conclusion 25/11	ASBU	NS	AIAO			
CONCLUSION 25/19:	**INCLUSION OF ASBU TRACKER REVIEW AND ANALYSIS IN FIR COORDINATION MEETINGS**	That: a) All ANSPs should include in their FIR coordination meetings, the ASBU tracker review and analysis to ensure that the implementation of the ASBU modules in FIRs boundaries are done in a proper manner to facilitate interoperability of the systems; b) For that purpose, each state and each ANSP designate a focal point for ASBU trackers.	ANSPs States/ANSPs	ASBU tracker review included in FIR coordination meetings ASBU tracker focal points designated	APIRG/22		States CSAT / WACAT Regional Offices			Still valid	ASBU tracker review by each ANSP in a permanent activity. Conclusion to be updated and reformulated to include KPIs for effective monitoring. Retuned to APIRG/25 Conclusion 25/11	ASBU		AIAO	ASBU		
CONCLUSION 25/20:	**SUPPORT TO THE IMPLEMENTATION OF THE AFRICAN FLIGHT PROCEDURE PROGRAMME (AFPP)**	That, AFI States support the continuation of the AFPP through the following: a) Payment of the AFPP membership contributions, including arrears related to Phase I of the programme; and b) Signing of the AFPP Programme Document for Phase II.	States States	Outstanding fees settled to sustain AFPP States participation in AFPP. AFPP Programme Document signed as necessary	APIRG/22 APIRG/22		States CSAT/ WACAT Regional Offices		Redundant from APIRG/20	No longer applicable	Superseded by conclusion	AFPP, PMN		ATM-SAR			
Conclusion 21/22:	**TRANSFER OF ALGERIA FROM THE ARMA TO THE EUR RMA**	That, pursuant to alignment of Regional ANPs adopted by the Twelfth Air Navigation Conference (AN Conf/12) in November 2012; a) APIRG endorses the transfer of Algeria from the ARMA to the EUR RMA; and b) request concerned parties, in particular the ARMA and the Secretariat to take necessary action to facilitate the transfer without any undue delay, in any case by 31 December 2017.	APIRG APIRG	Algeria transferred to EUR RMA	June 2016		APIRG Secretariat			No longer applicable	Transfer completed	ARMA, RVSM		APIRG			
CONCLUSION 25/23	**AFI AIR NAVIGATION DEFICIENCY DATABASE (AANDD).**	That, pursuant to its mandate, in particular to identify, record and address specific deficiencies in the air navigation field in the AFI Region: a) APIRG formally adopt and launch with immediate effect, the AFI Air Navigation Deficiency Database (AANDD); b) AFI States, after concerned States and users effectively make use of the AANDD; and c) AFI States and concerned organizations that have not already done so, nominate focal points for interaction with the web-based database, so that they may be issued with access credentials.	APIRG States/Users States / Organisations	AANDD launched Use of AANDD by States AANDD Focal points nominated	December 2016 December 2016 June 2016		APIRG Secretariat States States			No longer applicable	Superseded by Conc/ 23/22 Linked to Conc/ 22/02 and 22/02	AANDD		AIAO			
CONCLUSION 21/25	**UPDATE OF THE LIST OF AIR NAVIGATION DEFICIENCIES**	That States, 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 b) endeavour to report Air navigation deficiencies specifically deficiencies related to RVSM operation.	States States	ICAO provided with updated information RVSM deficiencies reported to ICAO	APIRG/22 APIRG/22		States States			Still valid	Conclusion to be updated and reformulated to include KPIs for effective monitoring Need to specify who will determine the KPI	ANP, RVSM		AIAO	AANDD	~~Direct to States~~ a)Percentage of States submitting ~~a frequent~~ updated implementation status reports ~~update~~ to ICAO Regional Offices on time. ~~information~~ b)Number of reported air navigation ~~deficiencies~~ deficiencies related to RVSM operations ~~report~~ submitted by States.
CONCLUSION 21/26:	**SUPPORT TO THE AFRICAN ANSP PEER REVIEW**	That: a) ICAO be encouraged to continue to provide its support to the African ANSP Peer Review Programme, in coordination with the African Air Navigation Services Providers Steering Group; and b) All African ANSPs should participate in the Peer Review Programme and continue to work together to enhance safety and efficiency of air transport operations in Africa.	CSAT / WACAT ANSPs	Increase in membership	December 2016		CSAT/WACAT Regional Offices States/ANSPs			No longer applicable	The ANSP Peer review programme is being supported by ICAO CSAT and WACAT and annual report is provided at DGCA meetings as well as APIRG in coordination between AAO and IIM. This conclusion is a continuous activity that falls under ATP Plan.	PEER REVIEW		ATM-SAR			
CONCLUSION 21/28:	**REGIONAL TRAINING WORKSHOP ON THE PEER REVIEW**	That, ANSPs participate in the regional training workshop on the African ANSP Peer Review Programme manual, including relevant ICAO requirements, to be hosted by ASECNA in coordination with ICAO, during the week [illegible]	ANSPs	All States participate and benefit from regional training workshop	11 December 2017		States/ANSPs			No longer applicable	Outdated.	PEER REVIEW		APIRG			
DECISION 21/30	**ASSISTANCE AND GUIDANCE ON THE SAFE INTEGRATION OF RPAS INTO NON-SEGREGATED AIRSPACE**	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: 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); 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.	ICAO APIRG auxiliary bodies	Assistance and guidance provided through workshops/training Updated work programme to include safe integration of RPAS	APIRG/22 APIRG/22		CSAT/WACAT Regional Offices APIRG Secretariat			Still valid	Project to be coordinated with IIM SG and RASG AFI Conclusion to be reformulated to include clear KPIs for effective monitoring	RPAS, UAV		AIAO	RPAS		
CONCLUSION 21/31:	**ESTABLISHMENT OF NATIONAL COORDINATION MECHANISMS FOR THE INTRODUCTION OF UNMANNED AIRCRAFT SYSTEMS (UAS)**	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 baseline ICAO guidance and best practice for the progressive accommodation and integration of RPAS into non-segregated airspace;	States AFCAC / Organizations States	National Multidisciplinary Team established Support provided Harmonized RPAS procedures	June 2016 APIRG/22 APIRG/22		States ESAF/WACAF Regional Offices AFCAC / Organizations States civil/military authorities			Still valid	Project to be coordinated with IIM SG and RASG AFI Conclusion to be reformulated to include clear KPIs for effective monitoring	UAS, RPAS		AIAO	RPAS		
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 RECCs 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 AIAO-SG	Conclusion to be reformulated to include clear KPIs for effective monitoring	IIM _CNS		IIM			
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 [illegible]	States States States States	Application of CDM Use of ICAO Circular 326 by States			States States States			Not applicable to AIAO-SG	Project under IIM SG	IIM _CNS		IIM			
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 ass 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 [illegible]	States States ICAO / Industry stakeholders	National frameworks, regulations and policy strategy developed Coordination procedures implemented Support and guidance to States provided	December 2018 June 2018 APIRG/22		States States States			Not applicable to AIAO-SG	Project under IIM SG	IIM _CNS		IIM			
Conclusion 1/13	Implementation of AIAG recommendations by States	That AFI States: a) implement the State specific and general recommendations of the AIAGs&, b) Commit to: i) Further develop the safety culture (including just culture) in the region through the effective implementation of [illegible]	States States	Implementati on of AIAG Recommend ations Implementati on of USP	APIRG		AIAG/1 7	On Going: States reports given at AIAG meetings.		No longer applicable	This conclusion is superseded by APIRG/17 & RASG-AFI/10 Conclusion 4/56 which establishes a new framework named AIAG for the scrutiny of ATS events in AFI. The TOR of AIAG incorporate all items i, ii, iii and iv of conclusion 1/13.	AIAG SMS, RASG		ATM-SAR			
Conclusion 21/16	RVSM Airspace Monitoring	That AFI States; a) Submit RVSM Data to ARMA Office on a monthly basis; b) Encourage Airlines and Operators to periodically height monitor their RVSM approved aircraft; and [illegible]	States/ARMA States/ Air Operators States	Increased RVSM airspace safety against agreed TLS	APIRG/23		ARMA	On-Going: States provide monthly RVSM data to ARMA States		No longer applicable	ARMA provides annual report on RVSM Airspace monitoring including height monitoring and SLOP impact on Collision risks pn AFI RVSM airspace.	RVSM		ATM-SAR		Merged in Conclusion 20/16	a)Percentage of AFI States submitting RVSM data to the ARMA Office on a monthly basis. b)Percentage of airline operators that report conducting periodic height monitoring of their RVSM approved aircraft. c) Reduction in the number of safety-
Decision 22/01:	**Effective implementat ion of AFI Regional ANS projects**	That, in order to ensure and effective and efficient implementation of APIRG projects, States and industry: a) Commit the necessary resources and infrastructure towards implementation of APIRG decisions and conclusions; b) Effectively participate in AFI projects, including those linked to the APIRG Decisions and Conclusions; c) Strengthening the effectiveness and efficiency of ANS-related projects such as but not limited to the African Flight Planning Procedures Programme (AFPP) and ANSP Peer review mechanism.	States/ Industry States/ Industry States/ AFPP	Improved implementation of APIRG Projects; overall improvement in TLS in the region. Achievement of the ICAO Strategic objective	APIRG/23		Secretariat	On-Going: States nominate personnel into the project teams (a) too generic and difficult to measure. Other means are used to measure the commitment of States and the industry. (b) Superseded by all conclusions/decisions related to the establishment of AFI ANS project teams (c) completed through effective participation [illegible]			No longer applicable		APFP, PMN		ATM-SAR			
Decision 22/02:	Regular and timely reporting on the status of implementat ion of APIRG Conclusions and Decisions	That in order to strengthening the AFI air navigation reporting system, Administrations/Organizations: a) Establish effective internal mechanisms within civil aviation organizations to facilitate collection of information or the status of implementation of APIRG Conclusions and Decisions in all applicable areas through the Air navigation reporting Forms (ANRF-C); 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;	States CAAs States/ Secretariat CAAs/ Secretariat	Effective reporting and improved flow of information and data Timely update of the AANDD and deficiency identification and resolve.	APIRG/23 APIRG/23		Secretariat Secretariat	On-Going: States Letters sent to States by the Secretariat to request their inputs: Ref – ED.AN 1/6 EC14 dated 18/2/2020 Responses from States remain low. on the status of implementation through			No longer applicable	Nomination of Focal points has outdated this conclusion	AANDD, ANRF		APIRG			
Decision 22/03:	**Revised AFI SSR Code Management Plan (CMP)**	That: a) the amendment proposals to the AFI SSR Code Management Plan (CMP) provided at Appendix A8 to this report are endorsed; b) the Secretariat should finalize and disseminate the revised CMP, and initiate the consequential amendments to the AFI Air Navigation Plan (ANP), ensuring coordination as necessary between the ICAO AFI and adjacent Regions; and c) in coordination with [illegible]	States Secretariat States/ Secretariat	Implementation of a revised CMP	APIRG/23		Secretariat	Completed On-Going: PN has been initiated and is at ICAO HQ level Concluded by Conc 23/06	SSR CODE		No longer applicable				ATM-SAR			
Decision 22/04:	**SSR Code Occupancy Time**	That: a) Effective 8 November 2018, 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	8 Nov 2018 APIRG/23 APIRG/23		ASECNA/ 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 AIAO-SG	Concluded by Conc 23/06	SSR CODE		IIM			
Decision 22/05:	Collection of data on traffic volumes and patterns in the AFI Region and the interface with other ICAO Regions	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 [illegible]	TFG/ ATB	Adequate traffic data for use in evaluation	APIRG/23		APIRG Secretariat	Pending; requires input from the APIRG TFG		No longer applicable	Concluded by Conc 23/06	SSR CODE		ATM-SAR			
Decision 22/06:	**Workshops to Facilitate Implementa tion of the Revised SSR Code Managemen t Plan**	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.	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		No longer applicable	Outdated	SSR CODE		ATM-SAR			
Conclusion 22/07:	**Improveme nt and funding of States PBN Implementa tion Plans**	That: States that have not already done so, are urged to review their PBN implementation plans to ensure that: a) they are sufficiently robust and detailed to effectively support implementation thereof; and b) they are formally adopted at the appropriate level of the State/ANSP and are accordingly funded.	States	Implementation of PBN/National Plans	APIRG/23		APFP	On-Going: The PBN programme is coordinated through the APFP		No longer applicable	The level of NNP has reached 87% in the AFI region, which means that States have implemented this conclusion in a satisfactory manner	PBN		ATM-SAR			
Decision 22/08:	**Implementa tion of PBN with CCO and CDO**	That: a) States that have not already done so, are urged to coordinate with the ICAO AFPP for the review and confirmation of status of the PBN - CCO/CDO procedures; and b) ICAO organize workshops to provide the requisite knowledge and assistance to facilitate PBN - CCO/CDO implementation in the AFI Region.	States and AFPP Secretariat	Effective implementation of CCO/CDO, with overall result : 75% of Instrument Runways to have PBN procedures by end of 2020; ~~100% of~~ Instrument Runways to have PBN Procedures by end of 2025.	APIRG/23 APIRG/23		APFP Secretariat	~~On Going:~~ ~~PBN Impact Design Course, Nairobi 2019/2020, postponed to 2020~~ ~~December 2019~~ ~~Postponed~~ ~~Workshop to provide awareness to stakeholders was originally planned~~		No longer applicable	CCO and CDO are part of ASBU elements applicable to the AFI region and reported in the AFI ANP Volume III and the AANDD Tool. Besides, workshops on CCO/CDO are regularly conducted by AFPP and the rate of implementation reported annually.	CCO, CDO, PBN		ATM-SAR			
Conclusion 22/09:	Relocation of the Mogadishu FIC from Nairobi to Mogadishu, ATS Organizational Changes and Airspace Operational Improveme nts	That: 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; b) in order to minimize the risk of safety degradation during the ADS-C/CPDLC trials, such trials be preceded by implementation of air [illegible]	Somalia Somalia ICAO Somalia	Implementation of Class A airspace in the Mogadishu FIR Increased RVSM airspace safety against agreed TLS.	APIRG/23 APIRG/23 APIRG/23		APIRG Secretariat IATA and ICAO	On Going: Relocation took place, the upgrading of the airspace ongoing through the ICAO TCB project. Delay caused by COVID 19 travel bans affecting experts' ability to travel to site.		No longer applicable	Mogadishu ACC was relocated from Nairobi to Mogadishu and reported at APIRG/27	ADS-C, CPDLC		ATM-SAR			
Conclusion 22/10:	**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	APIRG/23		IATA	SLA to be concluded and Yearly surveys to be conducted		Not applicable to AIAO-SG	Project under IIM SG	IIM _CNS		IIM			
Conclusion 22/11:	Establishme nt of the AFI Performanc e-Based Communica tion and Surveillance (PBCS) Monitoring	That: a) The AFI PBCS monitoring should be established as part of the AFI RPM monitoring mechanism; b) 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 as associated support to States and service providers as applicable; [illegible]	ARMA ICAO ICAO RSA Secretariat Secretariat ARMA Secretariat	Implementation of the AFI PBCS monitoring	APIRG/23 APIRG/23		Secretariat	Completed- Item(b) State letter sent to South Africa for ARMA to take up the monitoring responsibility, Ref: EC.AN 8/26 -0446 dated 7/10/2020 Revision of the ARMA ToRs included in the 31 EC.AN 8/26 -0446 [illegible]		No longer applicable	Superseded by subsequent related conclusions	PBCS, RVSM, ARMA		APIRG			
Decision 22/12:	Adoption of RCP 240 and RSP 180 for PBCS operations in AFI Region	That, a) AFI States start pre- implementation ey RCP/RSP specifications have been de- fined to establish PBCS policies for ANSP, Operators and Airworthiness. Pub-lish the PBCS requirements in Aeronautical Information Publication; b) 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.	States States/ANSPs ANSPs Air Operators States	Implementation and Harmonization of the Required Performance framework for Communication and surveillance in the AFI region	APIRG/23		Secretariat/ States/ ARMA/ IATA	Pending		No longer applicable	Superseded by conclusion 25/28 on the utilization of PBCS implementation guidelines.	SCP, PBCS, RVSM		ATM-SAR			
Conclusion 22/14:	Adoption of the AFI ATM Contingency Plan	That: a) the classification of contingencies into the proposed level 1, 2 and level 3 contingencies is adopted; b) the Regional Contingency Routes for level 2 and level 3 contingencies are adopted; c) the AFI Regional ATM Contingency Plan in Appendix 22 is adopted; and d) the establishment for [illegible]	States ICAO ROs	Harmonized Contingency Plans for the AFI region Active AFI CCT	APIRG/23 APIRG/23		Secretariat Secretariat	Completed. The AFI CCT is operational; it has successfully handled 6 Contingency situations since establishment in August 2019		No longer applicable	Completed	CP		ATM-SAR			

Conclusion 23/16:	Implementation of eleventh TAG meeting report	That: a) States update the contact details of RVSM National Programme Managers or Focal Points by 31 December 2009; b) ICAO and ARMA jointly conduct seminars for State agencies and RVSM MPHFocal Points in 2009 to inform and/or update them on RVSM requirements and post-implementation responsibilities of States, ANSPs, Airspace Users and other stakeholders; c) ICAO EMF and MACAF Regional Offices facilitate Coordination Meetings for Air-ski Alaska, Kinshasa and Ilther Gabonese or Luanda FIRs, and ensure the participation of neighbouring FIRs and/or ATC Units to resolve the high numbers of Co-ordination Failures by 30 June 2010; 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 bution down to below the total vertical Target Level of Safety; 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 f) States/FIRs which have not yet done so are urged to submit all the RVSM data from 2016 to 2019 and establish a mechanism for submission of monthly data to ARMA.	States/ ICAO/ ARMA ICAO ROs ANSPs ICAO ROs States	Improved safety in the AFI RVSM airspace Technical competency within the States Reduction in coordination failures/imposed TLS and reduction in CRA level. Reduction in coordination failures/imposed TLS and reduction in CRA level Reduced CRA level	APIRG/23 30 June 2020 APIRG/23		Secretariat Secretariat	On-going Item (a) -SL circulated Ref: EL AN 1/6-16/27 dated 3/10/2020 : to run of 56 states and 1 ANSP have NPM appointed' information updated. 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 EMF, MID and WACAF ROs participated. Mogadishu FIR has since updated UORs with Mumbai, Sanaa, Nairobi, and Addis. Pending with Djibouti and Seychelles. On-Going 3rd CM for Vic. Falls States was planned to take place by end of Sept 2020 but was not possible due to States Item (b) - Virtual awareness workshop carried out on 11 Nov 2020 On-Going Item(c) One Coordination Meeting (CM) held on 8th July 2020 with Somalia CAA and IATA		No longer applicable	Outdated	ARMA, RVSM, UCB		ATM-SAR				
Conclusion 23/36:	**Implementation of the aerodrome operations project**	That: a) Experts to be members of the Project Teams have been identified as per the AAO SSC report; b) Project Teams are tasked to coordinate the development of project documents and implementation strategies in collaboration with the Secretariat before end of 2016; c) Project Teams should report on the progress made in the implementation of the projects to the AAO-SSC and	States State Project team members Project team members ICAO Regional Office	Project document	APIRG/23		Project team members	On-Going a). Project teams re - organised during AAO/SG/3 from 9 to 4 to fast track and enhance the development of project documents and implementation strategies and experts identified through volunteering		No longer applicable	(a) completed. (b) completed (c) completed. Annual report provided trhough AAO Meetings (d) completed as a continuous secretarial process.			ATM-SAR				
Conclusion 23/37:	**Participation of States and Organizations to the AAO sub- group and Project Teams activities**	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	States	Nominated States and CVs for experts			Secretariat	On-Going Some experts nominated from States and Organizations have been working on projects. During AAO/SG/3 more experts volunteered from States and Organizations to support new proposed		Still valid	Conclusion to be updated and reformulated to include KPIs for effective monitoring	APIRG SUB-group		AAO	APIRG bodies Teams	To support the implementation of projects, States, IATA, Aerodromes Operators and ACI are	Project team nomination
Conclusion 23/38:	**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	Dec. 2020		States	On-Going a). Implementation of action plans is some States is slow especially infrastructure based actions although progress noted given that approximately 30% of aerodromes certified. Other aerodromes under certification		Still valid	Conclusion needs to be reformulated to include KPIs and deadlines and merged with Conclusion 23/01		Request states to submit aerodrome certification plans by June 2020	ADP	Aerodrome certification	Merged with 23/01	
Conclusion 23/39:	**Establishme nt of effective Runway Safety Teams at aerodromes in the AFI Region**	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	States ICAO, States, RST partners ICAO Regional Offices	Registered and Operational Runway Safety Teams at International Airports	APIRG/23		States and Runway Safety Go teams	On-Going a) 49%* of International Aerodromes have Runway Safety Teams. b) ICAO RCE/9 EAF A4 and Runway Safety Teams providing Seminars and workshops to individual States like Botswana		Still valid	Only 26% RST launched in WACAF. Conclusion needs to be revised in terms of targets		26% RST by 2023	ADP	RST	That: a) States to ensure that all their international aerodromes b)	% of international aerodromes with established LRSTs % States submitting quarterly reports
Conclusion 23/30:	**Amendment to the AFI Air Navigation Plan (eANP, Doc 7474)**	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 an Appendix 4F to this report, once circulated for comments; c) States comply with the procedures for amendment (PANs) of the AFI eANP upon initiation by the ICAO EMF and WACAF Regional Offices; and d) The ESAF and	APIRG States States ICAO Regional Offices	Amended ANP	APIRG/23		States	On-Going a). Few States provided inputs to Volume II. Volume III still under development. b). Requests submitted by some States for necessary action. c). A number of PANs submitted by		Still valid	Superseded by Conclusion 23/39 Linked to Conclusion 23/30	eANP, ANP	States to act by March 2026 and update AO	AAO	AFI eANP		
Conclusion 23/31:	**Harmonizati on of the information published by States related to aerodromes**	That: States should harmonize information published in the AFI eANP, their USOAP SAAQ and their AIPs.	States	Harmonized data	Ongoing		States	On-Going Process Ongoing. Some States have harmonized data		Still valid	Conclusion needs to be reformulated to include AIP	eANP, ANP		ADP	Aerodrome information	That: States to harmonize information published in the AFI eANP, their USOAP	% of States that have harmonized the information on aerodromes published in the AFI eANP, USOAP SAAQ and their AIP.
Conclusion 23/27:	**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 threads, Administrations/Organizations are urged to speed up the planning, implementation, operation and monitoring of AMHS.	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		Not applicable to AAO-SG		AMHS, ASBU		SM			
Conclusion 22/22:	**Harmonizati on of the implementat ion of ASBU elements in the AFI Region**	That, in order to ensure a harmonized implementation of ASBU elements: a) States:	States States	Harmonised implementation of ASBU elements Technical Competency within the States	APIRG/23		Secretariat ICAO ROs	On- Going: ICAO/ANGO		No longer applicable	Superseded by Conclusion 24/48	ASBU		APIRG			
Conclusion 22/22:	**Operational isation of the AFI Air Navigation Deficiency Database**	That: a) ICAO to expedite the development of a harmonised methodology to be used by all regions on the reporting of deficiencies;	ICAO RSo States ICAO ROs	Active and updated ANRDD and overall reduction in active deficiencies Technical competency at state level	APIRG/23		ICAO ROs ICAO Hqs	On-Going Minimum reporting areas revised Updating of the ANRDD by 42% of the		No longer applicable	This conclusion has been implemented and should be closed.	AANDD	NIl	APIRG			
Conclusion 22/23:	**Implementa tion of AFI Plan 2018 Aviation Infrastructu re for Africa 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	APIRG Secretariat States and RECs States and RECs States and RECs	Gap Analysis Report AFI Aviation Master Plan AFI Regional Implementation Plan	APIRG/23		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		Not applicable to AAO-SG	Coordinated by RASG-AFI			ASBU		APIRG		
Conclusion 22/36:	**SBAS for Africa – Indian Ocean Initiative**	That, while taking note of the "SBASfor 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 2016, 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		SM			
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 done); b) An Assessment for a Go or No Go Decision be conducted in 2022 targeting 90% aircraft equipped with Transponder Extended Squitter 1090 for AFI RVSM airspace on the thresholds; and c) States and aircraft operators ensure that all aircraft operating within the AFI Region airspace are equipped	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		SM			
Conclusion 21/01	Improving NOTAM Quality Management Team (iANMFMT)	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 NOTAMmer; 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	**In Progress**		Regional workshop on NOTAM improvement scheduled for 22 to 24 June 2021. Progress monitoring meeting schedule in September and November 2021.		Not applicable to AAO-SG	Project under IIM SG	NOTAM, IIM , PBN OCP/ TEAMS		SM			
Conclusion 21/12	CAFF 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 CAFF recommendations of relevance to Airspace and Aerodrome Operations; and b) States monitor, document, and report their progress through the CRMC; and review NOTAMS to ensure their	a) ICAO b). States	a). State lette from ICAO b). Data on the CRMC platform	Feb. 2021	**In Progress**		State letter sent. Updates on CRMC and NOTAM s are an ongoing process		Not applicable to AAO-SG	Closed with the lifting of COVID-19 restrictions			SM			
APIRG/24	CANSO MOMBASA	That, in order to foster a harmonized approach in ensuring seamless operations in Africa, States, ANSPs and	States, ATSPs and		On-going	In progress				No longer applicable	The conclusion is superseded by APIRG/27	ASTM		ATM-SAR			
APIRG/24 Conclusion 24/46 – 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**	States/Organizations to Service providers (airlines, airport operators ANSPs etc.) Secretariat and EMFs CCMG Project	Plans developed and implemented Training provided to States	**In progress**					Not applicable to AAO-SG	Project under IIM-SG	IIM , CNS, PROJECT TEAMS		SM			
APIRG/24 Conclusion 24/46	**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**	States	Implementation of the ICAO User Charges principles and policies by States	On- going	**In progress**				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 'Standardised and**	States	Improved and harmonized the processes of obtaining overflight clearance across the AFI Region	On- going	**In progress**				Not applicable to AAO-SG	Under RASG-AFI	OVFC, COVID		APIRG			
APIRG/25 &RASG-AFI/8 - Conclusion 6/01	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								Not applicable to AAO-SG	Under RASG-AFI	ANS, RPI, ASBU		APIRG			
APIRG/25 & RASG-AFI/8 - Conclusion 6/02	Alignment of regional Plans and Programmes on the latest editions of ICAO's GANP and GASP	That to foster regional progress on key priorities and challenges, regional Programmes and Plans should be aligned on the provisions of the latest editions of ICAO Global Plans (GANP and GASP).								No longer applicable	Under RASG-AFI	ASBU		APIRG			
APIRG/25 & RASG-AFI/8 - Conclusion 6/03	New Designation of the Air Navigation Area covered by APIRG and RASG-AFI	That in developing the new definition of regional air navigation area covered by APIRG and RASG-AFI, the Secretariat should consider the following: a)The definition be based on the area of accreditation of the ICAO ESAF and WACAF Offices; b) Name change for the APIRG and RASG-AFI and wide programmes and initiatives currently referring 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 C/ Council, to ensure regional harmonization.								Still valid	a) b) and c) are implemented but c) and d) are still current	RASG		AAO			
APIRG/25 &RASG-AFI/8 - Conclusion 6/05	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								Not applicable to AAO-SG	Under RASG-AFI	ANS, RPI, ASBU		APIRG			
APIRG/25 Conclusion 24/01	Adoption of the third edition of the Regional ATM Contingency Plan (ATM CP)	That the third Edition of the Regional ATM Contingency Plan in Appendix 3B be adopted by There is a plan to further be improved and implemented of contingency arrangements								No longer applicable	Completed	CP		ATM-SAR			
APIRG/25 Conclusion 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 2022; 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 b) The Secretariat to	(a)ATM CP updated (b) %challenge exercises conducted in AFI
APIRG/25 Conclusion 25/03	Implementation of the Free Route Airspace (FRA)	That, in the Dakar FIR a implementation in the region: a) The Dakar/Niamey FIR Boundary Modification (Ref. to the Report), which introduces the standardised FRA's publication, be endorsed; and b) States that have implemented FRAs are encouraged to share lessons learnt from their experience.								No longer applicable	Completed	PBN, FRA		ATM-SAR			
APIRG/25 Conclusion 25/04	Improved safety in the Regional RVSM Airspace	That, to enhance continued RVSM airspace safety within the region: a) States prohibit the allocation to, and use of FL420 by any aircraft considering the associated safety risks; and conduct activities intended to raise awareness among Air Traffic Controllers, Pilots and ATM personnel on the critical issue; and b) ARMA to conduct annual workshops for the RVSM National Project Managers (NPMs).								No longer applicable	a) Issue of FL420 was reported as resolved at APIRG/25. Monitoring ongoing by ARMA b) Workshops organised in october 2023 for NPM	RVSM		ATM-SAR			
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 2022.								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 submits their alternate RVSM Focal Points Percentage of submitted Focal Points that participate in follow-up coordination meetings or discussions
APIRG/25 Conclusion 25/06	Conclusion of the Regional ISM CMP	That, following the successful implementation of the Regional ISM Code Management Plan (ISM CMP), the								No longer applicable	Matured	ISM CODE		ATM-SAR			
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								Not applicable to AAO-SG	Matured	PROJECT TEAMS		ATM-SAR			
APIRG/25 Decision 25/08	Endorsement of the Regional	That, to continue the promotion of Civil - Military cooperation in the region, a) The Secretariat to organize two								Still valid	Conclusion to be updated and	CMC		AAO	Military coordinator		
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								Still valid	Not completed. ANS Summit was postponed to end of 2023 by APIRG/27 (Report section 5.3.6)	ATM SUMMIT		ATM-SAR			
APIRG/25 Decision 25/10	Adoption of the ASBU Elements	That, to align the Regional Air Navigation Plan to the Sixth Edition of the GANP, the ASBU								No longer applicable	Completed	ASBU		APIRG			
APIRG/25 Conclusion 25/11	Collection of data and reporting on ASBU	That, to update the status of implementation of ASBU elements, and to ensure continuous and								Still valid	Conclusion to be updated and	ASBU		AAO	ASBU		
APIRG/25 Conclusion 25/12	Improvement of the effectiveness of the	That, to improve the effectiveness of the APIRG Projects:								Still valid	Conclusion to be updated and	PROJECT TEAMS		AAO	APIRG bodies Teams		Project team nomination
APIRG/25 Decision 25/13	Alignment of the APIRG Projects to the 6th Edition of the GANP	That: To promote the implementation of the ASBU elements applicable to the Region, the related APIRG Projects references	GANP							Still valid	Conclusion to be updated and reformulated to include KPIs for	ASBU		AAO	APIRG bodies Tools		
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 security 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 seminars workshops/exercises on Cyber resilience of ANS systems for the region.								Not applicable to AAO-SG	Project under IIM-SG	IIM, CNS, PROJECT TEAMS		SM			
APIRG/25 Decision 25/18	Roles and responsibilities of States National Coordinator 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 to 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 Decision 25/20	Consideration of the outcome of the Fifth Meeting of the	That, to assist States in improving the provision of Air Navigation services and reinforce the collaboration amongst	ANSP							No longer applicable	All ANS project Teams were	APIRG		ATM-SAR		Yearly to review	Amended AFI Regional ANS projects
APIRG/25 Conclusion 25/26	Notification of Status of RVSM Assessors	That, to ensure the notification of RVSM assessors status as updated	RVSM							No longer applicable	ARMA provides annual report	RVSM		ATM-SAR		APIRG Regional AI	Percentage of assessors maintained
APIRG/25 Decision 25/27	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							No longer applicable	ARMA provides annual report on RVSM Airspace monitoring including the sensitization of stakeholders. This is part of ARMA's TORs.	RVSM		ATM-SAR			
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	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/26 Decision 26/42	ADS-B Mandate in the Regional RVSM airspace	That, in compliance with the provisions of APIRG Conclusion 22/36, 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								Still valid	(a) not completed (b) not completed	ADS-B		ATM-SAR			(a) % of aircraft equipped ADS-B
											Conclusion to be updated to reflect the element-based approach of ASBU methodology						
											Conclusion implemented						