

APIRG/27 & RASG-AFI/10 CONCLUSIONS APPLICABLE TO AAO/SG

APIRG CONCLUSION	TEXT	RESPONSIBLE	ACTION BY STATES/ ORGANIZATIONS
APIRG/27 & RASG-AFI/10 Conclusion 6/04 :	AFI Airspace Scrutiny Activities That, to ensure that Collision Risk Assessment (CRA) reports are thoroughly and timely done, and incidents analysis are effectively and regularly conducted: a) States, on a regular and consistent manner, to provide to relevant stakeholders especially relevant RSOOs, IATA and ARMA comprehensive data on incidents and other safety events; and b) AAMAC, in coordination with other RSOOs (BAGASOO, CASSOA and SASO), IATA, ARMA and ICAO Regional Offices, conduct annual ATS incidents analysis activities as from 2025.	a) States, RSOOs, IATA, ARMA. b) AAMAC, RSOOs, IATA, ARMA and ICAO Regional Offices.	a) In progress (data collection form developed and validated by involved RSOOs and the Secretariat) b) In progress , All focal points nominated. 2 preparatory meetings already held between the Secretariat, AAMAC, CASSOA, BAGASOO and SASO
APIRG/27 & RASG-AFI/10 Conclusion 6/05:	Enhancement of safety in AFI RVSM airspace That, to enhance the safety monitoring and reporting in AFI RVSM airspace: a) The English and French versions of ARMA LHD Manual are endorsed; b) The updated document of RVSM Minimum Monitoring Requirements is endorsed; c) ARMA to collect States' inputs to the RVSM guidance material and submit the consolidated final draft version of the guidance material for endorsement by the next AASPG Meeting; and d) ARMA develop a standard repository for ATS events for the AFI Region that include events that occur between FL280 and FL410 inclusive, by 31 October 2025 .	a) a) & b) APIRG/27 b) ARMA and States c) ARMA	a) Completed b) Completed c) Not started d) Not started

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APIRG/27 & RASG-AFI/10 Conclusion 6/06:	<p>Traffic forecast in the SAT</p> <p>That, to support implementation in FIRs of the AFI region with portion of airspace in the SAT area:</p> <ul style="list-style-type: none"> a) SAT States to provide annual traffic statistics for the oceanic portion of their FIR to the accredited ICAO Regional office; and b) The traffic forecast in the SAT area be provided for short-term (1 year basis), medium-term (3 Years) and long-term (5 years) for EUR/SAM corridor and AORRA airspace between FL290 and FL410 inclusive. 	<ul style="list-style-type: none"> a) SAT AFI States b) Secretariat, ARMA 	<ul style="list-style-type: none"> a) Completed (All AFI ANSPs provided traffic data for 2024 to SATMA) b) Completed. SATMA provided traffic forecast for the SAT region at the joint SAT SOG/5 & SAT IMG/5 meeting in Lima, Peru in April 2025.
APIRG/27 & RASG-AFI/10 Conclusion 6/07:	<p>Improvement of the AFI region involvement in the SAT Area</p> <p>That, to ensure a collaborative and effective involvement of concerned States of the AFI region in the SAT activities:</p> <ul style="list-style-type: none"> a) The Directors of Civil Aviation Authorities of SAT member States of the AFI region are encouraged to effectively participate in the SAT Steering Group meetings; and b) ARMA in coordination with the secretariat, conduct workshop to address the issue of low data collection responses for safety performance monitoring in the SAT area. 	<ul style="list-style-type: none"> a) DG CAA b) ARMA, Secretariat 	<ul style="list-style-type: none"> a) In progress. SAT SG/2 was attended by 1 DG CAA. b) Partially completed. ARMA conducted 2 sensitization workshops on data collection in november 2024 for Ghana and Senegal. Remaining Cote d'Ivoire, Angola, Namibia, South Africa.

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APIRG/27 & RASG-AFI/10 Conclusion 6/10:	<p>Safe implementation of a resilient ADS-B in the AFI Region That, to enable an effective implementation and operation of ADS-B sustained by a resilient GNSS signal in the AFI RVSM Airspace:</p> <p>a) A study group, composed of APIRG AAO and IIM Secretariat and relevant Project Team Coordinators (PTCs), ARMA, IATA, AFRAA, ASECNA and ATNS is established to:</p> <ul style="list-style-type: none"> • Gather and analyze data on the level of equipage of the aircraft fleet operating in the AFI region as well as the availability and reliability of GNSS signal as support required for the implementation of the ADS-B in the AFI region; and • Review and submit to the AASPG, the requirement for the mandatory carriage of ADS-B for Non-ADS-B equipped aircraft operating in the AFI Airspace, pending the outcomes of the data gathering and analysis. <p>b) Meanwhile, the AFI RVSM airspace continue to be operated in compliance with the provision of APIRG/25 Decision 25/42 (ADS-B Mandate in the Regional RVSM airspace) and ARMA to continue to use the current methodology for the monitoring of RVSM height in the AFI region.</p>	<p>a) ARMA, IATA, AFRAA, ASECNA, ATNS, APIRG Sub-Groups and ICAO.</p> <p>b) IATA, AFRAA, ARMA, ANSPs.</p>	<p>a) Not started.</p> <p>b) Completed. It is a continued action already taken in charge and reported by ARMA.</p>

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APIRG/27 Conc 27/04:	<p>Establishment of an Air Traffic Flow Management implementation project team.</p> <p>That, to support the implementation of Air traffic Flow Management (ATFM) in the region:</p> <ul style="list-style-type: none"> a) the ATFM Project Team is composed by CANSO, ASECNA, ATNS, KCAA, NAMA, RVA, Roberts FIR, IATA and ICAO as core members; b) the Terms of Reference and the project document of the ATFM Project Team are endorsed; and c) States and Organizations to propose experts from all relevant air navigation areas to support the development of the project by 28 February 2025. 	<ul style="list-style-type: none"> a) CANSO, ASECNA, ATNS, KCAA, NAMA, RVA, Roberts FIR, IATA. b) States, Core members, Secretariat. 	<ul style="list-style-type: none"> a) Completed. b) Completed. c) In progress. 80% of core members are nominated, however the establishment of the PMT is pending nomination of members by key ANSPs.
APIRG/27 Conclusion 27/14:	<p>Affiliation to the African Flight Procedure Programme</p> <p>That, to support an efficient performance-based navigation and PANS-OPS implementation in the AFI region:</p> <ul style="list-style-type: none"> a) States that have not yet done so to join the Programme and share resources and competencies for the benefit of the Continent; and b) The participating members that have not yet done so be urged to sign the Management Service Agreement (MSA). 	States	<ul style="list-style-type: none"> a) In progress: The Programme currently counts a total of 40 member States including: <ul style="list-style-type: none"> • 34 active members: <ul style="list-style-type: none"> ◦ Angola, Benin, Botswana, Burkina Faso, Cameroon, Central African Republic, Chad,

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			<p>Comoros, Congo, Côte d'Ivoire, Equatorial Guinea, Eswatini, Gabon, Gambia, Ghana, Guinea, Guinea Bissau, Kenya, Madagascar, Mali, Mauritania, Namibia, Niger, Nigeria, Rwanda, Sao Tome, Senegal, Sierra Leone, Somalia, Tanzania, Togo, Uganda, Zambia</p> <ul style="list-style-type: none"> • 6 users: <ul style="list-style-type: none"> ◦ Cabo Verde, Djibouti, DRC, Guinea, Mozambique, Zimbabwe.

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			<ul style="list-style-type: none"> • In progress: From the 40 members, 12 have signed up the MSA (Efforts are ongoing for the full signatures): Ana, Conakry, Benin, Botswana, Cameroon, Côte d'Ivoire, Gabon, Senegal, Sierra Leone, Tanzania, Togo, Uganda, and Zambia
APIRG/27 Decision 27/15:	<p>Enhancement of the flight operations safety in Africa</p> <p>That, to reduce the occurrence of the Air Navigation Services related Significant Safety Concerns in the AFI Region:</p> <p>a) States and Air Navigation Service Providers to take anticipated measures to comply with the ICAO requirements for instrument flight procedures' implementation, including obstacle survey, Nav aids, periodic calibration and the periodic revision of instrument flight procedures.</p> <p>b) AFPP and the secretariat to coordinate the establishment of a platform to foster the sharing of information and</p>	<p>a) States</p> <p>b) Secretariat. AFPP</p>	<p>a) In progress</p> <p>b) In progress</p> <p>Efforts are ongoing with the concerned stakeholders for the establishment of the platform.</p>

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	resources for an efficient conduct of flight procedures related activities such as flight validation, nav aids calibration as well as obstacle control.		
APIRG/27 Conclusion 27/16:	<p>Monitoring of ASBU planning and implementation in the AFI Region</p> <p>That, to provide a comprehensive and data driven picture of the status of implementation of ASBU elements in the AFI region:</p> <ul style="list-style-type: none"> a) The online ASBU tool of the AANDDD platform to be used for collecting data, monitoring and generating reports on ASBU planning and implementation; and b) States to consistently report on their planning and implementation of ASBU elements. 	States	<p>a) In progress. A regional workshop on the ASBU reporting tool is planned in September 2025.</p> <p>b) In progress. States provided partial data on ASBU implementation. Follow-up is ongoing.</p>
APIRG/27 Conclusion 27/17:	<p>Establishment of National Air Navigation Coordination Committees.</p> <p>To improve States' performance in the planning and implementation of air navigation systems,</p> <p>States to establish National Air Navigation Coordination Committees, composed of the Civil aviation authority and Service providers, for coordinating the national implementation activities, including:</p> <ul style="list-style-type: none"> a) proposals for amendment to the regional air navigation plan; b) implementation of national and regional priorities; 	States	<p>Undetermined: No update provided by the States on the implementation of the national air navigation coordination committees.</p>

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	c) management of air navigation deficiencies; d) reporting on ASBU planning and implementation; and e) review and implementation of APIRG/AASPG conclusions.		
APIRG/27 Conclusion 27/18:	Transition to the True North in the AFI Region That, to support the effective and timely transition from use of the magnetic north to the true north in aviation in the AFI Region: a) States are encouraged to participate in the True North Advisory Panel through the nomination of State's focal points and advisors; and b) The Secretariat, in coordination with South Africa, to develop the terms of reference for the establishment of the AFI TRUE NORTH Project Team by 31 October 2025 .	a) AFI States b) South Africa, Secretariat	a) In progress. South Africa is member of the True North Panel. More updated expected at AAO SG/8. b) Not started