

<b>APIRG Conclusions/ Decisions Reference.</b>	<b>Title of Conclusion/ Decision</b>	<b>Text of Conclusion/Decision</b>	<b>Responsibility</b>
<b>Decision 20/04:</b>	<b>AFI ANS key performance indicators, targets and monitoring</b>	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 regional performance objectives KPIs for adoption by APIRG, and report implementation progress to APIRG through the Project Coordination Committee (APCC).	States APIRG Secretariat APIRG Secretariat
<b>Conclusion 20/05:</b>	<b>Status of implementation of ASBU Block 0 Modules</b>	That: a) States be urged to provide information on the status of implementation 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
<b>Decision 20/06:</b>	<b>Measures to address the high number of unsatisfactory condition reports (UCRs) in the AFI region</b>	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 AIRPROXs in line with the established ANS performance indicators and targets.	APIRG Secretariat

Conclusion 20/07:	Addressing missing flight plans	<p>That:</p> <p>a) States should implement remedial measures identified within the framework of APIRG and learn from other ICAO Regions to address the irregularity of missing flight plans;</p> <p>b) States should establish a focal point team to follow up on the implementation of the remedial measures;</p> <p>c) ICAO, ANSPs, AFRAA, IATA and IFALPA should continue to encourage stakeholders for the use of collective addresses as implemented by ASECNA to mitigate the loss of flight plans; and</p> <p>d) The Secretariat should institute a mechanism at AFI level to analyze deeply and find a definitive solution to the problem of missing flight plans under a project.</p>	<p>States</p> <p>States</p> <p>Concerned stakeholders</p> <p>APIRG Secretariat</p>
Conclusion 20/09:	Implementation of ICAO PBCS Manual (DOC 9869) and GOLD Manual (DOC 10037)	<p>That:</p> <p>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;</p> <p>b) States and ANSPs that have already implemented CPLDC/ADS-C review their systems performance using PBCS Manual and take immediate action where remedial measures are necessary; and</p> <p>c) ICAO should provide assistance to States facing implementation challenges under the No Country Left Behind (NCLB) initiative to ensure that communication and surveillance requirements are met by all AFI States.</p>	<p>States ANSPs</p> <p>States ANSPs</p> <p>ICAO, ARMA</p>

<b>Conclusion 20/10:</b>	<b>Search and Rescue (SAR)</b>	<p>That:</p> <p>a) States be urged to conclude SAR agreements under Regional frameworks to facilitate operational cooperation and efficiency; and</p> <p>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).</p>	
<b>Decision 20/11:</b>	<b>AFI air navigation deficiencies data base (AANDDD)</b>	<p>That:</p> <p>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 respond to surveys to that effect; and</p> <p>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 AANDDD into operation</p>	<p>States</p> <p>APIRG Secretariat</p>

<b>Conclusion 20/12:</b>	<b>Civil/military cooperation and coordination</b>	<p>That in order to facilitate civil/military cooperation, States:</p> <p>a) Consider application of ICAO guidance material including Circular 330 and share such material with their military counterparts;</p> <p>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;</p> <p>c) Establish a legal framework to support effective coordination between civil and military authorities;</p> <p>d) Incorporate element of civil/military cooperation in the training syllabus of both civil and military air traffic service personnel; and</p> <p>e) Constantly review the existence of prohibited, restricted or danger areas pursuant to LIM/AFI (1988) Recommendation 2/21.</p>	States
<b>Conclusion 20/13:</b>	<b>Resolution of safety issues in the airspace over South Sudan</b>	<p>That:</p> <p>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;</p> <p>b) ICAO and AFCAC are requested to continue engagement with South Sudan in order to make the assistance being provided more effective; and</p> <p>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.</p>	South Sudan ICAO/AFCAC
<b>Conclusion 20/14:</b>	<b>Regional PBN Implementation Plan</b>	<p>That:</p> <p>a) The Regional PBN Implementation Plan should be updated based on ASBU block timelines;</p> <p>b) The updated Regional PBN Implementation Plan be submitted to the APIRG Projects Coordinating Committee (APCC) for endorsement on behalf of APIRG and forwarded to States to guide implementation.</p>	APIRG Secretariat APIRG Secretariat APCC States

<b>Decision 20/15:</b>	<b>Regional Performance Based Navigation (PBN) Implementation Strategy</b>	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
<b>Conclusion 20/16:</b>	<b>Optimization of the functions of the African Flight Procedure programme (AFPP)</b>	That, in order to attain optimum benefits from the AFPP and to effectively support progress in the implementation of PBN in the region: a) African States are urged to approach the AFPP to establish how best they could participate in the Programme and to benefit from its establishment; and b) The AFPP take concerted effort to provide information and sensitize States on taking advantage of its establishment and functions and services.	States AFPP
<b>Conclusion 20/17:</b>	<b>Support to the African Flight Procedure Programme</b>	That, in order to provide the AFPP with resources to effectively discharge on its mandate: a) African States are urged to second qualified staff to the AFPP; and b) Member States of the AFPP are urged to pay their contributions to the AFPP timeously at the beginning of the year or as arranged with the AFPP.	States

<b>Conclusion 20/18:</b>	<b>Comprehensive measures to improve the AFI RVSM safety levels</b>	<p>That, in order to effectively and sustainably address the AFI RVSM safety levels, AFI States prioritize the effective implementation of the following measures:</p> <ul style="list-style-type: none"> <li>a) Incorporate Strategic Lateral Offset Procedures (SLOP), noting the safety benefits thereof even where surveillance has been implemented;</li> <li>b) Ensure adequate safety assessments, with particular attention to crossing points, before implementing new ATS routes;</li> <li>c) Take necessary action to improve reporting and investigation of incidents;</li> <li>d) Prioritise the implementation of ATS Inter-facility Data Communications (AIDC) to reduce coordination failures between FIRs; and</li> <li>e) Regulators to strictly enforce SARPs and regulatory provisions relating to aircraft RVSM approvals and operations.</li> </ul>	States
<b>Conclusion 20/19:</b>	<b>Implementation of SLOP</b>	<p>That AFI States:</p> <ul style="list-style-type: none"> <li>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</li> <li>b) Seek assistance from ICAO or the ARMA as necessary to ensure that the related publication meets the relevant ICAO provisions.</li> </ul>	States
<b>Conclusion 20/32:</b>	<b>Coordination for air navigation service planning and implementation</b>	<p>That in the framework of its new structure and project based approach, APIRG should establish appropriate mechanisms to ensure efficient coordination of planning and implementation of air navigation services (AGA, AIM, ATM, CNS, SAR and MET).</p>	APIRG

<b>Conclusion 20/47:</b>	<b>Application and Development of the AFI eANP</b>	That: a) APIRG apply the new Regional Air Navigation Plan Template approved by the ICAO Council; and b) The Secretariat: 1) 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 2) Initiate the corresponding proposals for amendment as per applicable procedures.	APIRG States APIRG Secretariat APIRG Secretariat States
<b>Conclusion 20/49:</b>	<b>Projects Identification and Implementation issues</b>	That: a) The initial set of projects identified by APIRG Sub-groups as shown at Appendix 4.4.8A through Appendices 4.4.8B, 4.4.8C, 4.4.8D1, 4.4.8D2, 4.4.8D3, 4.4.8E1, 4.4.8E2 and 4.4.8E3 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 interoperability of air navigation systems, as well as seamless air transport operations across the regions. b) The Secretariat develop a consolidated catalogue of all identified projects, using a standard format, to be endorsed by the APCC. In doing so, projects should be structured according to applicable areas of routing;	APIRG ICAO Regional Offices APCC APIRG/APCC ICAO Regional Offices AFCAC AFRAA
<b>DECISION 21/04</b>	<b>APPROVAL OF VOL II AND VOL III OF THE AFI eANP</b>	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

<b>CONCLUSION 21/05:</b>	<b>IMPLEMENTATION OF CONTINGENCY PLANS</b>	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
<b>CONCLUSION 21/06:</b>	<b>MEMBERSHIP OF APIRG SUBSIDIARY BODIES</b>	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
<b>DECISION 21/07:</b>	<b>UPDATE OF THE AFI SECONDARY SURVEILLANCE RADAR (SSR) CODE ALLOCATION PLAN AND ASSIGNMENT PROCEDURES</b>	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 (ASCAAR) Project to update the SSR Code Allocation Plan and Assignment Procedures in the AFI Air Navigation Plan.	APIRG Secretariat



<p><b>CONCLUSION 21/08:</b></p>	<p><b>SEAMLESSNESS OF AIR TRAFFIC MANAGEMENT IN AFRICA</b></p>	<p>That, in order to facilitate the synergetic implementation of an AFI Seamless Sky:</p> <p>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;</p> <p>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 order to achieve a coordinated implementation of Seamlessness of Air Traffic Management in the Region; and</p> <p>c) AFCAC is requested to facilitate and provide support where political sensitization is necessary.</p>	<p>APIRG Secretariat RECs RECs AFCAC</p>
<p><b>CONCLUSION 21/09:</b></p>	<p><b>PBCS PLANNING, IMPLEMENTATION AND MONITORING</b></p>	<p>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:</p> <p>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;</p> <p>b) APIRG Should develop further guidance and criteria to facilitate for consideration by States with respect to PBCS implementation in the AFI Region;</p> <p>c) States should develop PBCS implementation plans as part of the National aviation Plans; and</p> <p>d) Establishment of PBCS Regional Monitoring should be based on detailed analysis of the status and maturity of implementation as well as the expected benefits.</p>	<p>States APIRG Secretariat States States</p>

<b>DECISION 21/10</b>	<b>DEVELOPMENT OF A CATALOGUE OF APIRG PROJECTS</b>	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 Regional Offices' websites.	APIRG Secretariat
<b>DECISION 21/11</b>	<b>LINKAGE BETWEEN PROJECTS</b>	That, a) The Project Teams finalize the detailed linkage between the IIM Projects; and b) The IIM and AAO Sub Groups identify the operational requirements to be considered in the linkage between regional projects.	States (Project Team Leaders) APIRG Secretariat
<b>CONCLUSION 21/17:</b>	<b>DEVELOPMENT OF NATIONAL AIR NAVIGATION ASBU PLANS</b>	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 30 June 2018.	States
<b>CONCLUSION 21/18:</b>	<b>SURVEYS ON ASBU IMPLEMENTATION STATUS</b>	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 Organisations
<b>CONCLUSION 21/20:</b>	<b>SUPPORT TO THE IMPLEMENTATION OF THE AFRICAN FLIGHT PROCEDURE PROGRAMME (AFPP)</b>	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

<b>Conclusion 21/22:</b>	<b>TRANSFER OF ALGERIA FROM THE ARMA TO THE EUR RMA</b>	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
<b>CONCLUSION 21/23</b>	<b>AFI AIR NAVIGATION DEFICIENCY DATABASE (AANDD).</b>	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, other 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
<b>CONCLUSION 21/28:</b>	<b>SUPPORT TO THE AFRICAN ANSP PEER REVIEW</b>	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.	ESAF / WACAF ANSPs
<b>CONCLUSION 21/29:</b>	<b>REGIONAL TRAINING WORKSHOP ON THE PEER REVIEW</b>	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 commencing 11 December 2017.	ANSPs

Conclusion 1/03:	Implementation of AIAG recommendations by States	<p>That AFI States:</p> <p>a) Implement the State specific and general recommendations of the AIAG16,</p> <p>b) Commit to:</p> <p>i) Further develop the safety culture (including just culture) in the region through the effective implementation of SSP and SMS;</p> <p>ii) Ensure that the investigation of events drill down deep into all causal factors, finding not only the "what" happened, but more importantly, the "why" it happened;</p> <p>iii) Submit comprehensive investigation report, including all causal factors (the "what" and the "why"), corrective and preventative action to the AIAG Secretariat; and</p> <p>iv) Make concerted efforts to implement more effective civil / military co-ordination and cooperation in the pursuit of improving both safety and efficiency in the region</p>	<p>States</p> <p>States</p>
Conclusion 21/04	RVSM Airspace Monitoring	<p>That AFI States:</p> <p>a) Submit RVSM Data to ARMA Office on a monthly basis;</p> <p>b) Encourage Airlines and Operators to periodically height monitor their RVSM approved aircraft; and</p> <p>c) Implement Strategic Lateral Offset Procedures and other recommended measures aimed to reduce AFI target level of safety (TLS).</p>	<p>States/ARMA</p> <p>States/ Air Operators</p> <p>States</p>

<b>Conclusion 22/01:</b>	Effective implementation 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
<b>Conclusion 22/02:</b>	Regular and timely reporting on the status of implementation 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 on the status of implementation of APIRG Conclusions and Decisions in all applicable areas through the Air navigation reporting Forms (ANRFs); 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; c) Timely report on Incidents and continuously fill up the AFI Air Navigation Deficiency Database (AANDD).	States CAAs States/ Secretariat CAAs/ Secretariat

<b>Decision 22/03:</b>	<b>Revised AFI SSR Code Management Plan (CMP)</b>	That: a) the amendment proposals to the AFI SSR Code Management Plan (CMP) provided at Appendix 4B 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 (eANP), ensuring coordination as necessary between the ICAO AFI and adjacent Regions; and c) In coordination with States, the Secretariat should monitor substantial developments such as air traffic increase, airspace restructuring, operational requirements, etc. and ensure that related proposals for amendment to the ANP are initiated in a timely manner	States Secretariat States/ Secretariat
<b>Conclusion 22/05:</b>	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 data for use in reviewing the AFI SSR CMP elements.	TFG/ ATB
<b>Decision 22/06:</b>	<b>Workshops to Facilitate Implementation of the Revised SSR Code Management Plan</b>	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
<b>Conclusion 22/07:</b>	<b>Improvement and funding of States PBN Implementation Plans</b>	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

Conclusion 22/08:	Implementation 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 their 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
Conclusion 22/10:	Relocation of the Mogadishu FIC from Nairobi to Mogadishu, ATS Organizational Changes and Airspace Operational Improvements	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 traffic control service; c) ICAO is requested to continue providing guidance and assistance to Somalia and the FISS, as necessary; d) Somalia/FISS should continue to inform airspace users of the transition and availability of associated services in a timely manner; and e) Airspace users are requested to report incidents to the State, IATA and ICAO for necessary follow-up action, including mitigation measures.	Somalia Somalia ICAO Somalia

<p><b>Conclusion 22/12:</b></p>	<p>Establishment of the AFI Performance-Based Communication and Surveillance (PBCS) Monitoring</p>	<p>That:</p> <p>a) The AFI PBCS monitoring should be established as part of the AFI RMA monitoring mechanism;</p> <p>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 associated support to States and service providers as applicable;</p> <p>c) South Africa be mandated to formulate cost recovery mechanism in accordance with ICAO policies and in coordination with users and AFI ANSPs as necessary, and provide an update to AFI States and ANSPs through the Secretariat and the APIRG framework;</p> <p>d) The Secretariat to provide assistance and support as necessary to facilitate early establishment of the AFI PBCS monitoring mechanism; and</p> <p>e) The proposed terms of reference of the ARMA relating to PBCS monitoring at Appendix 4C to this report be reviewed and updated as necessary.</p> <p>f) PBCS monitoring should be established as part of the South Atlantic Regional Monitoring Agency (SATMA) monitoring mechanism</p>	<p>ARMA ICAO ICAO/ RSA Secretariat Secretariat/ ARMA Secretariat</p>
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<p><b>Decision 22/13:</b></p>	<p>Adoption of RCP 240 and RSP 180 for PBCS operations in AFI Region</p>	<p>That,</p> <p>a) AFI States start pre- implementation as RCP/RSP specifications have been defined to establish PBCS policies for ANSP, Operators and Airworthiness. Publish the PBCS requirements in Aeronautical Information Publication;</p> <p>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.</p> <p>c) ANSPs establish mechanisms to recognize RCP/RSP Capabilities in ATC automation and provide RCP/RSP compliant air traffic services;</p> <p>d) Operators prepare to file RCP/RSP capabilities in flight plans and participate in PBCS Implementation and Monitoring programmes; and</p> <p>e) States that have aircraft that operate outside of the AFI Region to start developing PBCS policies to help their operators with RCP/RSP(PBCS) Approvals as per ICAO Doc 9869.</p>	<p>States States/ANSPs ANSPs Air Operators States</p>
<p><b>Conclusion 22/14:</b></p>	<p>Adoption of the AFI ATM Contingency Plan</p>	<p>That:</p> <p>a) the classification of contingencies into the proposed level 1, 2 and level 3 contingencies is adopted;</p> <p>b) the Regional Contingency Routes for level 2 and level 3 contingencies are adopted;</p> <p>c) the AFI Regional ATM Contingency Plan in Appendix 4J is adopted; and</p> <p>d) the establishment for an AFI Regional Contingency Coordination Team (CCT) that includes Regional ATM/SAR Officers (ESAF/WACAF), State Focal Points, ARMA, IATA, IFALPA, IFATCA, CANSO, etc. is endorsed.</p>	<p>States ICAO ROs</p>

[illegible]

<p><b>Conclusion 22/16:</b></p>	<p><b>Implementa tion of the aerodrome operations project</b></p>	<p>That:</p> <ul style="list-style-type: none"> <li>a) Experts to be members of the Project Teams have been identified as per the AAO SG/2 report;</li> <li>b) Project Teams are tasked to coordinate the development of project documents and implementation strategies in collaboration with the Secretariat before end of 2018;</li> <li>c) Project Teams should report on the progress made in the implementation of the projects to the AAO-SG; and</li> <li>d) The Secretariat to circulate a follow-up State Letter to concerned States and organizations, informing them of the nomination of the Project Teams members and re-minding them to provide adequate support to the Project Teams activities.</li> </ul>	<p>States State Project team members Project team members ICAO Regional Office</p>
<p><b>Conclusion 22/30:</b></p>	<p><b>Harmonizati on of the implementat ion of ASBU elements in the AFI Region</b></p>	<p>That, in order to ensure a harmonized implementation of ASBU elements:</p> <ul style="list-style-type: none"> <li>a) States: <ul style="list-style-type: none"> <li>i) Strengthen the necessary bilateral and multilateral arrangements for the coordinated and effective implementation of the ASBUs modules with the view of ensuring systems and services interconnectivity and interoperability.</li> <li>ii) Appoint National Focal Points to coordinate at State level the implementation of ASBU;</li> <li>iii) Develop National Implementation Plans for the coordinated implementation of ASBU.</li> </ul> </li> <li>b) ICAO provides more Training workshops to improve the understanding on ASBU and the new modules for Block 1.</li> </ul>	<p>States States</p>

<p><b>Conclusion 22/32:</b></p>	<p><b>Operationali sation of the AFI Air Navigation Deficiency Database</b></p>	<p>That:</p> <ul style="list-style-type: none"> <li>a) ICAO to expedite the development of a harmonised methodology to be used by all regions on the reporting of deficiencies;</li> <li>b) That the Database be improved to enable States upload evidence for the closure of deficiencies;</li> <li>c) States to appoint Focal points to be trained by ICAO; and</li> <li>d) ICAO ESAF and WACAF Regional Offices hold workshops to train Focal Points on how to interact with the database.</li> </ul>	<p>ICAO Ros States ICAO Ros</p>
<p><b>Conclusion 22/35:</b></p>	<p><b>Seamless Air Traffic Managemen**t</b></p>	<p>That, in order to improve the seamless flow of air traffic in the AFI Region:</p> <ul style="list-style-type: none"> <li>a) the development of an AFI ATM regional Vision Document, Concept of Operations and Master ATM Plan with enabling Infrastructure Strategy for Africa, is endorsed;</li> <li>b) the ATM Infrastructure Strategy should be developed in collaboration with aviation stakeholders;</li> <li>c) the ICAO Regional Offices consider the hosting of an AFI Air Navigation Summit on seamless ATM system for the AFI Region in 2020;</li> <li>d) the finalized Master ATM Infrastructure Strategy for Africa should be endorsed and approve by the African Union through the appropriate channels and following an agreed process including timelines;</li> <li>e) the process and timelines for the implementation of the strategy and the cascading of the strategy to States should be achieved through the development of National Aviation Master Plans and an agreeable funding model; and</li> <li>f) AFCAC should monitor and follow up with States the implementation of the process, and encourage States to remove Foreign OpSpecs requirements as per ICAO Annex 6 and Doc. 8335 and improve the process of timely approval of overflight clearance.</li> </ul>	<p>States ICAO Ros ICAO and AFCAC States AFCAC</p>

<b>Conclusion 22/36:</b>	<b>Free Routing Airspace</b>	<p>That, in order to foster the concept of free routing in the AFI continental airspace in preparation for the ASBU B1 module,</p> <p>a) States consider incorporating Free Route Airspace concept into their national airspace concept and ATM Master Plan in line with the B1-FRTO ASBU module and AAO Sub-Group project plans; and</p> <p>b) East African States including, Seychelles, Mauritius, Kenya, Ethiopia, Tanzania and Uganda develop and implement Free Route Airspace as a case study for implementation of Free Routing Airspace in AFI Region as part of B1-FRTO ASBU module.</p>	<p>States East African States</p>
<b>Conclusion 22/38:</b>	<b>ANSP Peer review mechanism</b>	<p>That:</p> <p>a) The relevant ANSP Peer review manual as adopted be used by all ANSPs;</p> <p>b) In order to strengthen the African ANSP Peer Review Programme, an AFI Plan Project be established to enhance the human resource capacity to support ANSPs;</p> <p>c) African ANSPs strengthen their cooperation towards enhancement of safety and efficiency of air transport operations in Africa; and share the benefits of the African ANSP Peer Review Program, with other ICAO Regions as a mean of improvement of Air Navigation services.</p>	<p>ANSPs AFI Plan ANSPs and ICAO</p>

<b>Conclusion 22/42:</b>	APIRG/22 Conclusion 22/42: SAT Procedural Hand book	That: a) A Study Group composed with the relevant AFI SAT States/Organizations under the coordination of the Secretariat is established with the mandate to review and finalize the SAT Procedural Handbook submitted by SAT /24; b) The Group will carry out its assigned task in coordination and consultation with the NAT and CAR/SAM Administrations/Organizations involved in SAT activities and report to APIRG through the APCC for consideration.	AFI SAT States
<b>Conclusion 22/43:</b>	Participatio n in the 2nd Atlantic Coordinatio n Meeting (ACM/2) and NAT SOG/21 Meeting	That: a) AFI States are requested to participate in the planned ACM/2 meeting to be held during the first quarter of 2020; and c) SAT States, through the ICAO Regional Offices concerned, to participate as ob-servers the NAT SOG/21 meeting in Madrid, Spain	AFI SAT States
<b>Decision 22/44:</b>	<b>Focal points for coordination between SAT and NAT</b>	That the Secretariat coordinate and confirm the appointment of focal points to coordinate with the NAT on the identified and prioritized list of projects as per the ACM /1 meeting resolution.	States and SAT Secretariat
<b>Conclusion 22/45:</b>	PBCS Monitoring by RMAs	That the Regional Monitoring Agencies SATMA, ARMA and CARSAMMA update their ToRs for the inclusion of PBCS monitoring and the installation plans for an additional RVSM HMU in the AFI Region to ensure global harmonization.	RMAs
<b>Conclusion 22/46:</b>	<b>Formalizati on of the SAT Group</b>	That States and SAT role players are requested to provide information to the SAT Secretariat related to various options be considered by ICAO to formalize the SAT Group with the aim to further improve coordination with the NAT, harmonize operations and provide a platform for discussions, by 31 October 2019.	AFI SAT States
<b>Decision 22/47:</b>	<b>Formalizati on of the SAT Group</b>	That the Secretariat coordinate the various options proposed by the SAT role players to formalize the SAT Group with ICAO HQ for presentation to the ANC and Council.	APIRG Secretariat

Decisi on 23/1	Establishment of an AFI ATM Master Plan Project Management Team (AAMP PMT)	That, in order to foster the development of the AFI ATM Master plan required to provide the roadmap for the implementation of a seamless AFI ATM system: a) an AFI ATM Master Plan Project Management Team (AAMP PMT) be established; and b) tasks assigned to the Project Team may include any other identified experts from the region as considered necessary	ICAO/ States and Organizations
Conclusion 23/2	Prioritization of Free Routing Airspace implementation	That, in order to support the recovery of aviation industry from the devastating impact of COVID-19, reduce aviation environmental footprint, and contribute to the attainment of ICAO Strategic Objectives: a) States be encouraged to prioritize Free Route Airspace (FRA) implementation; and b) ICAO Regional Offices and IATA conduct an awareness workshop on Free Routing Airspace implementation.	(a). States (b). ICAO ESAF and WACAF ROs
Conclu sion 23/3	RVSM data returns and Large Height Deviations reporting	That, in order to improve the level of States reporting to ARMA: a) States update ARMA with contact details of their national RVSM Managers and establish a mechanism to ensure that RVSM monthly data returns and incident investigation reports of large height deviations (LHDs) are provided to ARMA in a timely manner; b) ARMA provide to States twice a year results of the Collision Risk Assessment; c) ICAO and ARMA conduct on regular basis awareness workshops for State-appointed national RVSM Focal Points responsible for RVSM data returns to ARMA; and d) States carry out an in-depth incident investigation to all reported large height deviations.	ICAO/ States and Organizations ICAO/ARMA

Conclu sion 23/4	Implementation of TAG and AIAG Recommendation	<p>That in order to have a harmonised implementation of the TAG and AIAG recommendations and improve the target level of safety in the AFI airspace:</p> <p>a) States concerned be urged to implement the AIAG/17 and AIAG/18 recommendations in the aim to reduce the high level of incidents and provide feedback to ICAO Regional Offices by 31 March 2021;</p> <p>b) ICAO Regional Offices coordinate the communication from AIAG to the identified States with deficiencies; and</p> <p>c) ICAO Regional Offices forward the TAG/11 and TAG/12 Reports to States and urge them to implement the applicable recommendations in a timely manner.</p>	ICAO/ States and Organizations ICAO/ARMA
Conclu sion 23/5	Implementation of PBN	<p>That, in order to improve the level of PBN implementation:</p> <p>a) ICAO and AFPP conduct a National PBN Implementation Plan (NPIP) development virtual workshop aiming to assist States in developing/updating their NPIP by 31 March 2021;</p> <p>b) ICAO and AFPP conduct a survey on PBN flight procedure and CCO/CDO implementation in the AFI region by 31 March 2021;</p> <p>c) States that have not yet developed their National PBN Implementation Plan (NPIP) coordinate with the ICAO Regional Offices and AFPP for assistance;</p> <p>d) States that have already developed their NPIP, review as a matter of urgency and align them with the new ICAO NPIP format.</p>	



Conclu sion 23/7	Appointment of State SAR Points of Contact and submission of National SAR Plans	That, in order to expedite the implementation of key SAR elements and ensure an effective coordination of SAR in the region: a) States, which have not yet done so, to nominate SAR Points of Contact (SPOC) and communicate the nominees to the ICAO Regional Offices as a matter of urgency; b) States establish National SAR Coordinating Committees and ensure implementation of the SAR improvements; c) States, that have not already done so, complete and submit National SAR Plans to their ICAO Regional office by 31 March 2021; and d) the ICAO Regional Offices coordinate the development of a harmonized AFI Regional SAR plan.	ICAO/ States and Organizations
Conclu sion 23/9	Process and Procedures for Overflight Clearances	That, in order to foster improvement in the approval process of over-flight clearances and in view of the COVID-19 pandemic restart and recovery: a) States be encouraged to review their authorization procedures for overflight clearance (OVFC) for civil aircraft with a view to granting speedy approval to scheduled and non-scheduled flights; b) States be encouraged to publish a (globally) simplified and standardized process taking advantage of automation in order to expedite OVFC approval process and issuance of overflight clearance/permits; and c) States be encouraged to include provisions for overflight clearance (OVFC) and non-traffic stops in the Bilateral Agreements (BASA) and Multilateral Agreements to include such exceptions as may be suitable for their airline's operations.	States IATA ICAO
Conclu sion 23/10	Implementation of Aerodrome Operations Projects and ASBU Modules	That, in order to improve the Projects implementation efficiency and avoid duplication of efforts, and based on linkages between Projects, Projects 2, 3, 4, 5 and 7 be merged with the aerodrome certification Project as per Appendices 2F and 2G to the report.	ICAO/ States and Organizations

Conclusion 23/13	Endorsement of the survey questionnaire for the conduct of Air Navigation Infrastructure Gap Analysis	That, in order to harmonize the conduct of the Aviation Infrastructure Gap Analysis, the survey questionnaire pertaining to Airspace and Aerodrome Operations for the conduct of Aviation Infrastructure Gap Analysis be endorsed.	APIRG
Conclusion 23/15	Establishment of mechanism for air navigation reports	That, in order to provide assistance to States in filling the ANRF: a) ICAO Regional Offices organize a workshop, to sensitize States on filling of ANRF be organized, by 31 March 2021; and b) States establish a mechanism for the collection of data to ensure annual reporting to the ICAO Regional Offices of air navigation upgrades, improvements and modernization, in particular information on status of implementation of ASBU modules.	
Conclusion 23/21	Coordination of Regional AAO and IIM Projects Regional	That, in order to comply with ANS operational requirements: a) each PTC with the support of the Secretariat regularly reviews the project document, identify and act upon IIM project linkage with AAO Projects and circulate a linkage matrix amongst Projects Teams; and b) the Projects Teams identify coordination actions to be undertaken in order to prevent duplication and ensure harmonization of the implementation of ASBU modules and threads.	
Conclusion 23/32	Endorsement of AANDD Management process and minimum Reporting Areas and nomination of Focal Points	That, in order to support the implementation of the Uniform Methodology for the identification, assessment and reporting of deficiencies: a) the AFI Air Navigation Deficiency Database management process as well as the revised minimum reporting areas are endorsed; and b) States and Organizations that have not yet done so, are urged to nominate as a matter of urgency, not later than 31 January 2021, Focal Points for interaction with the AANDD.	a) APIRG b) States

Conclusion 23/33	Nomination of RVSM focal points and submission of data to ARMA	That, in order to improve the submission of RVSM data to ARMA, States that have not already done so, nominate focal points for RVSM and update ARMA using an F1 form by 31 December 2020.	States and ARMA ICAO ROs
Conclusion 23/34	Implementation of SLOP as discount for CRA/15	That, in order to add the safety discount to the fifteenth Collision Risk Assessment, AFI States that have not already done so, publish AIP SUPP by 31 December 2020 for the implementation of SLOP on 25 February 2021.	States and ARMA ICAO ROs
Conclusion 23/35	Adoption of new ARMA forms F2 and F3	That, in order to improve the process of RVSM and PBCS monitoring by States and ARMA, the new ARMA Form F2 and Form F3 which include both RVSM and PBCS Approvals are adopted for use by States as applicable for RVSM/PBCS approval, amendment and withdrawal.	ARMA/ICAO
Decision 23/36	Reduction of Trans- Regional Large Height Deviations	That, in order to assist the RMAs to ensure further reduction of Trans-Regional Large Height Deviations, ICAO ESAF and MID offices and the AFI and MID Regional Monitoring Agencies continue to: (a) engage the appropriate ATS authorities of Asmara, Djibouti, Mogadishu and Sanaa FIRs; and (b) assist them in taking appropriate actions for a significant reduction of the high numbers of Trans-Regional Large Height Deviations.	ARMA/ICAO ESAF and MID

Conclusion 23/37	Harmonization and improvement of air traffic services over the entire Atlantic	That, in order to improve operations and safety of flights, States in the SAT area and/or stakeholders: a) be urged to implement actions necessary for the harmonization and improvement of air traffic services over the entire Atlantic; b) review and provide their comments to the Secretariat on the proposed SAT working structure contained in Appendix 2M; c) submit their occurrence reports, including Large Height Deviation reports, as well as the monthly data returns to the respective regional monitoring agencies; and d) provide further guidance on collaboration among the various ICAO Regions to facilitate improvement of air traffic services over the entire Atlantic.	ICAO Regional Offices/States/Stakeholders
Conclusion 23/39	Publication of the APIRG Air Navigation Report –2019/2020	That, in order to ensure timely release of the AFI Annual Air Navigation Report: (a) States, AFCAC, ASECNA, ATNS, AIRBUS, IATA and CANSO nominate their representatives to the Annual Air Navigation Reporting Team (AANRT) by 31 March 2021; b) States and Organizations wishing to provide their contributions to the APIRG Air Navigation Report 2019/2020 submit such contributions to the Secretariat by 31 December 2020.	
<b>APIRG/24 Decision 24/04</b>	<b>Election of the Chairperson and Vice-Chairperson of the AAO/SG.</b>	That, In order to guide the discussions of the Sub-Group, Mr. Billy Diabasenga (Democratic Republic of Congo) and Nathan Kaluba (Zambia) were elected as Chairperson and Vice Chairperson of the Sub-Group, respectively.	APIRG24

<b>APIRG/24 Conclusion 24/05</b>	<b>Implementation of the AFI ATM Master Plan (AAMP)</b>	That; To enable the completion of the AFI ATM Master Plan (AAMP), The Vision Document and the ATM Concept of Operations (CONOPS) document: a) States/Organizations to confirm by 31 December 2021, the availability of previously nominated AFI ATM Master Plan (AAMP) project members to continue with the project or nominate suitable alternatives and ensure their effective participation as project team members; and b) The Secretariat in coordination with the Project Team to present the first draft of the AFI ATM Master Plan to APIRG/25	ICAO Secretariat States/ Organisations
<b>APIRG/24 Decision 24/07</b>	<b>Review of the AFI ATM Contingency Plan (AFI ATM CP)</b>	That; In order to ensure the availability of information pertaining to the AFI region contingency plans, the Second Version of the AFI ATM Contingency Plan in Appendix 3 to the AAO/SG Report is endorsed.	APIRG24
<b>APIRG/24 Conclusion 24/08</b>	<b>Implementation of the AFI Free Route Airspace (AFI FRA)</b>	That, In order to foster a harmonized implementation of the AFI FRA within the stipulated timelines, States that have not already done so, to complete the FRA Gap Analysis checklist and forward to ICAO Regional Offices as a matter of urgency, using the provided survey tool: <a href="https://www.surveymonkey.com/r/Preview/?sm=3CzP166ETNuFuWD9Ot d2CNEEJJtf9yXt_2FWdFyCzfsWZ O7XUx_2B_2BWJ6iyGBKfJfJKJ">https://www.surveymonkey.com/r/Preview/?sm=3CzP166ETNuFuWD9Ot d2CNEEJJtf9yXt_2FWdFyCzfsWZ O7XUx_2B_2BWJ6iyGBKfJfJKJ</a>	States
<b>APIRG/24 Decision 24/09</b>	<b>Implementation of the AFI Free Route Airspace (AFI FRA)</b>	That, in order to foster a harmonized implementation of the AFI Free Route Area (FRA) within the stipulated timelines, the meeting endorses the draft AFI FRA CONOPS in Appendix 3E to this Report	APIRG24
<b>APIRG/24 Decision 24/10</b>	<b>Improvement of Search and Rescue Services in the AFI Region</b>	<b>That, in order to have an improved and harmonized implementation of the Search and Rescue Services in the AFI region:</b> a) <b>The AFI SAR Plan in Appendix 3F to this Report is endorsed; and</b> b) <b>States are urged to harmonize their National SAR Plans with the Regional SAR Plan by 30 September 2022</b>	a)APIRG 24 b) States

APIRG/24 Conclusion 24/11 — A&B	Implementation of the AFI SSR CMP	That, in order to ensure the smooth implementation of the adopted AFI SSR CMP, States to promote awareness to all stakeholders on the AFI SSR CMP in preparation for the implementation date of 2 December 2021	States
APIRG/24 Decision 24/13	Improved CCO/CDO Implementation	That, in order to improve the continued implementation of CCO/CDO in support of PBN and foster the harmonized implementation approach: a) AFPP, CANSO and ICAO Regional Offices to conduct a CCO/CDO implementation survey. and b) States that have not already done so, to confirm their CCO/CDO implementation status by providing to the respective ICAO Regional Offices copies of published procedures	a) AFPP/ ICAO Secretariat b) States/ICAO Secretariat
APIRG/24 Conclusion 24/14	Adoption of a formalized SAT Structure and Handbook	That, in order to establish and operationalize a formalized structure for the provision of ATS improvements over the entire South Atlantic, the SAT structure and Handbook in Appendix 3G to this Report is endorsed as the governance framework for the SAT Group.	APIRG24
APIRG 24 Decision 24/ 39	Endorsement of the revised list of ANS Minimum Reporting Areas	That, in order to support the implementation of the Uniform Methodology for the identification, assessment and reporting of deficiencies, a) the revised list of Minimum Reporting Areas contained in Appendix 3O is endorsed; and b) States requiring assistance in the use of the AANDD, may approach the ICAO Regional Offices for guidance and support	APIRG24

<b>APIRG/24 Conclusion 24/40</b>	<b>Attainment of the AFI RVSM Airspace Target Level of Safety</b>	That, in order to realize the discounts in the calculation of the Target Level of Safety and improve the CRA: a) All 27 FIRs are argued to submit the 2021 RVSM Safety Data F1, F2, F3, F4 Forms by 25 February 2022 as per ICAO provisions; b) All 48 AFI States to nominate focal points for RVSM and update ARMA using F1 form by 31 Dec 2022; c) States are encouraged to start issuing PBCS (RCP/RSP) Approvals for their State registered Intercontinental Operators; and d) Ethiopia, Eritrea, South Africa, Botswana, Malawi, Kenya and Namibia are urged to implement SLOP as soon as possible irrespective of their surveillance status.	
<b>APIRG/24 Decision 24/41</b>	<b>Establishment of an ARMA Publication website</b>	That, in order to improve access to ARMA information, ICAO to establish a webpage link with the ARMA website to enable Stakeholders to have easy access to the RVSM and PBCS information.	
<b>APIRG/24 Decision 24/42</b>	<b>Carbon emissions assessment, measurement and monitoring</b>	<b>That, in order to ensure a coordinated process for the assessment, development and collection of Carbon Emissions data: The proposals by IATA's on 'ATM and infrastructure operational efficiencies quantification challenges' and by ASECNA on the 'Carbon footprint assessment as part of the implementation of CNS/ATM projects', are to be submitted to ICAO's Committee on Aviation Environmental Protection (CAEP) for consideration</b>	IATA and ASECNA
<b>APIRG/24 Conclusion 24/43</b>	<b>CANSO MOMBASA ATFM Roadmap</b>	That, in order to foster a harmonized approach in ensuring seamless operations in Africa, States, ANSPs and Industry Stakeholders who are not yet part of the program are encouraged to embrace the initiative and endeavor to participate in it	States, ANSPs and Industry Stakeholders

APIRG/24 Conclusion 24/47	<b>Participation in the next validation workshop of the Cost/Benefit analysis for the implementation of SBAS in Africa</b>	That, in order to validate the AUC/AFCAC Cost/Benefit analysis on the implementation of SBAS in Africa, States and Organizations are urged to participate in the validation workshop of the study outcome for the implementation of SBAS in Africa.	States and Organizations
APIRG/24 Conclusion 24/50	<b>Publication of the Annual AFI Air Navigation Report</b>	<b>That, in order to promote the expeditious publication of the Annual AFI Air Navigation Report by the AFI Air Navigation Reporting Team (AANRT):</b> <b>a) States and Organizations are encouraged to support the work of the AANRT by providing to the secretariat, information on the implementation of the Air Navigation related activities and resources to support the publication of the report; and</b> <b>b) States and Organizations are encouraged to nominate Focal Points to coordinate with the AANRT</b>	ICAO Secretariat States and Organizations
APIRG/25 & RASG-AFI/8 - Conclusion 4/02	Alignment of regional Plans and Programmes on the latest editions of ICAO's GASP and GAN	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 (GASP and GANP).	
APIRG/25 Conclusion 25/01	Adoption of the third edition of the Regional ATM Contingency Plan (ATM CP)	That the third Edition of the Regional ATM Contingency Plan in Appendix 3B be adopted by States in order to facilitate the improvement and implementation of contingency arrangements in the Region.	
APIRG/25 Conclusion 25/03	Implementation of the Free Route Airspace (FRA)	That, to standardize FRA Implementation in the region: a) The FRA CONOPS 2nd Edition (Appendix 3C to this Report), which introduces the standardized FRA publication template, is endorsed; and b) States that have implemented FRA are encouraged to share lessons learnt from their experience	



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 AIM personnel on this critical issue; and b) ARMA to conduct annual workshops for the RVSM National Project Managers (NPM).	
APIRG/25 Conclusion 25/06	Conclusion of the Regional SSR CMP	That, following the successful implementation of the Regional SSR Code Management Plan (SSR CMP), the ASCAAR Project established by APIRG be closed	
APIRG/25 Decision 25/10	Adoption of the ASBU Elements applicable to the region	That, to align the Regional Air Navigation Plan to the Sixth Edition of the GANP, the ASBU elements, as identified in the Appendix 3D to this Report, are endorsed	
APIRG/25 Decision 25/20	Consideration of the outcome of the Fifth Meeting of the African ANSPs	That, to assist States in improving the provision of Air Navigation services and reinforce the collaboration amongst States/organizations, the Project Teams to consider the key outcomes of the Fifth Meeting of the African ANSPs held in March 2012 when revising and implementing the AFI Regional ANS Projects.	ANSP
APIRG/25 Conclusion 25/26	Notification of Status of RVSM Approvals	That, to ensure the notification of RVSM approval status as requires: a) States to liaise with their aircraft operators to refrain from indicating 'W' in item 10 of the ICAO flight plan for aircraft that are not approved for RVSM operations; b) States should review the list of non-approved aircraft published in the ARMA website and take action as required; and c) States to ensure the national registered airframes are issued with valid RVSM Approvals and that they are complying with flight planning requirements.	RVSM

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
APIRG/25 Conclusion 25/41:	Establishment of the GADSS Project Management Team	<p>) That to coordinate a harmonised implementation of GADSS in the region:</p> <ul style="list-style-type: none"> <li>□ The Secretariat to coordinate the establishment of a GADSS Project Management Team which includes technical experts from States, ANSPs, Airspace users, SAR communities, aircraft manufactures and other concerned international organisations by 30 June 2023; and</li> <li>□ The Secretariat conduct workshops to provide awareness to the Project Management Team.</li> </ul>	GADSS
APIRG/25 Conclusion 25/43	Completion of the Regional Annual Air Navigation Report	<p>That to complete the drafting of the Regional Air Navigation Report in an all-inclusive harmonized manner:</p> <ul style="list-style-type: none"> <li>a) The Regional Air Navigation Report Team complete the drafting of the report and circulate it to stakeholders for review and comments by 31 December 2022; and</li> <li>b) The Secretariat to release the First Edition of the Regional Air Navigation Report by 31 March 2023</li> </ul>	
APIRG/25 Conclusion 25/44	Prevention of the use of the non-standard FL420	<p>That to prevent the use of FL420 and improve the safety in the RVSM airspace,</p> <ul style="list-style-type: none"> <li>a) State oversight organs to take action to ensure the arrest of the use of the non standard FL420;</li> <li>b) ANSPs and air operators to conduct refresher courses with focus on flight levels allocation scheme for personal concerned with flight planning and flight operations, including pilots, air traffic controllers, AIS officers and flight despatchers; and</li> <li>c) States to provide data to ARMA as part of LHD report whenever the use of the non-standard FL420 is recorded.</li> </ul>	

APIR/25 Decision 25/45	Support to the APIRG activities	That, to assist in resolving challenges identified in the region, ICAO in coordination with the industry within the framework of the APIRG mechanism to: a) Support capacity building on cyber resilience of air navigation systems through webinars/workshops/seminars; b) Develop additional guidance material and tools to assist States and the industry in the implementation of the ASBU elements; c) Conduct specific workshops on the ASBU elements to support States and industry efforts in the implementation activities; and d) Finalize the digitalization of the eANP.	
APIRG 26 Decision 26/02	Election of the Chairperson and the Vice Chairperson of the AAO/SG	That, to ensure continuity of activities of the AAO/SG, a) Mr. Nathan Kaluba from the Republic of Zambia is elected as Chairperson of the AAO Sub-group; and b) Mr. Sanogo Adama from the Republic of Cote d'Ivoire is elected as Vicechairperson of AAO Sub-group.	AAO/SG
APIRG 26 Decision 26/03	Increased awareness on ASBU framework	That, to enhance the status of implementation of the ASBU elements; the Secretariat to conduct at least two ASBU awareness workshops by 31st October 2024.	ESAF and <b>WACAF Offices</b>
APIRG 26 Conclusion 26/05	Project 9 - Civil Military Cooperation/ Flexible Use of Airspace	That, to effectively support and guide the implementation of Civil Military Cooperation/Flexible Use of Airspace in the AFI region, the Terms of Reference in Appendix 3B to this report is endorsed.	AAO/SG
APIRG 26 Conclusion 26/06	Establishment of the Civil Military Cooperation/ Flexible Use of Airspace project management Team	That, to effectively support and guide the implementation of Civil Military Cooperation/Flexible Use of Airspace in the AFI region, States are urged to nominate experts to the Civil Military Cooperation/Flexible Use of Airspace Project Management Team by 31 January 2024.	AAO/SG

APIRG 26 Decision 26/07	Sensitization Workshops on Instrument Flight Procedures	That, to mitigate the risk of SSCs related to PANS-OPS in the region, the Secretariat conduct two sensitization workshops in 2024 aimed at increasing awareness on design and approval processes for Instrument Flight Procedures by States and Organizations.	AAO/SG
APIRG 26 Decision 26/08	Work Programme of the AAO/SG	That, in accordance with the Sub-group's mandate, the work programme of the AAO/SG is endorsed as shown in Appendix 3C	AAO/SG
APIRG 26 Decision 26/11	Formulation of Conclusions and Decisions of APIRG meetings	That, to address the factors contributing to the low level of implementation of the Conclusions and Decisions formulated by the meetings of APIRG and its Contributory Bodies, the following template for the formulation of Conclusions and Decisions is	<b>APIRG AAO/SG IIM/SG</b>
APIRG 26 Decision 26/15	Endorsement of the updated minimum reporting Areas	That, to provide a comprehensive framework for the identification, reporting and resolution of air navigation deficiencies, the updated list of minimum reporting areas provided in Appendix 3G to this report is approved.	APIRG

APIRG 26 Decision 26/17	Establishment of the FF-ICE Task Force	That, considering the planned regional sunset date for ICAO 2012 FPL defined as 2032, and in order to coordinate a harmonized implementation of FF-ICE in the region: a) The AAO and IIM SG to coordinate the establishment of an FF-ICE Task Force which includes technical experts from States, ANSPs, Airspace users and other concerned international organizations by 28 February 2024; and b) The Task Force to establish framework for the launching of FF-ICE Project and to conduct a workshop to provide awareness on FF-ICE developments to the AFI Region.	a) AAO/SG, IIM/SG  b) Established Task Force
APIRG 26 Conclusion 26/19	Adoption of the Volume III of the Regional air navigation plan	That, to complete the Regional Air Navigation Plan in three volumes in compliance with the Council requirements for all PIRGs to develop their ANPs in three volumes, the Volume III of the AFI ANP is approved as presented in Appendix 3I to this report.	APIRG
APIRG 26 Conclusion 26/23	Determination of ATC capacity	That, to ensure the effective implementation of ATFM in the AFI region, ICAO, in coordination with CANSO, ANSPs and IATA, to conduct at least two workshops on the methodology for the determination of ATC capacity and best practices, by 31st October 2024.	AAO/SG

APIRG 26 Conclusion 26/24	The ANS Summit	That, in order to effectively coordinate the hosting of the ANS Summit in accordance to APIRG Conclusion 25/09, the Secretariat establishes an ANS SUMMIT Taskforce made up of members from the States, ANSPs, Industry and ICAO to develop the implementation roadmap.	ESAF and WACAF Offices
APIRG 26 Conclusion 26/25	Annual AFI Air Navigation Report	That, the First Edition of the AFI Air Navigation report in endorsed. The Secretariat to ensure its dissemination by 31 December 2023.	Secretariat

Status 2023	Remarks	Area
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	ATM-SAR
No longer applicable	Conc. updated by Con 21/18 and 25/11	AAO
No longer applicable	The monitoring of UCRs in AFI are placed under AEAG and ARMA. Annual report is provided to AASPG. The proposed KPI (in column V) should be the only means of follow up and reporting.	ATM-SAR

No longer applicable	To be coordinated with IIM SG and develop a more comprehensive conclusion. with new KPIs (Issue of missing FPL has not been discussed at APIRG since APIRG24, rate of missing FPL was reported to be low following implementation of effective mitigation measures. To be moved to the list of deficiencies to be monitored by the States and ICAO)	ATM-SAR
No longer applicable	<p>Cf. Dec. 23/06, Conc 25/05 and Conc 25/28</p> <p>Consolidate into one conclusion</p> <p>Cf. Dec. 23/06, Conc 25/05 and Conc 25/28 CONCLUSION 21/09:</p> <p>Conclusion 1/04</p> <p>Consolidated into one conclusion</p>	ATM-SAR



No longer applicable	Superseed Conclusion 22/09, as an SAR PMT was established to support States in the implementation of SAR.	ATM-SAR
No longer applicable	Superseded by Concl 23/32 Linked to Conc 21/23, Concl22/02, Concl 22/32	AAO

No longer applicable	Conclusion superseded by conclusions 23/8 24/15 and 25/8	ATM-SAR
No longer applicable	South Sudan airspace is undergoing a upgrade work on services and infrastructure with the support of ICAO. Incidents have significantly reduced.	ATM-SAR
No longer applicable	PBN Plan was adopted through APIRG	ATM-SAR

No longer applicable	PBN implementation strategy incorporated in the AFI PBN plan and implementation monitoring follow up by the AFI PBN AORTA PMT and ICAO secretariat.	ATM-SAR
No longer applicable	AFI States have joined AFPP. The process of sensitization is being followed by the AFPP Management Office.  Superseded by APIRG 27/14	AAO
No longer applicable	a) States such as Uganda have second qualified staff to AFPP b) Payment of contributions is an ongoing process that is followed by the AFPP Management office and reported to APIRG annually.  Superseded by APIRG 27/14	AAO

No longer applicable	<p>RASG AFI/8 Conc 8/04, APIRG 25 Conc 25/44, 25/26, Dec 25/27, APIRG 23 RASG AFI 6 Conc 2/07, A23/03, 23/04 Dec 23/36</p> <p>Conclusion to be updated and reformulated to include KPIs for effective monitoring Cf. Dec. 23/06, Conc 25/05 and Conc 25/28 CONCLUSION 21/09: Conclusion 1/04 Consolidate into one conclusion. SLOP IS INCORPORATED IN THE TOR OF ARMA and annual report is provided on the status of implementation and impact on safety improvement in RVSM airspace.</p>	ATM-SAR
No longer applicable	<p>Part of ARMA's TORs. Annual update provided by ARMA at each joint APRIG/RASG-AFI Meeting.</p>	ATM-SAR
No longer applicable	<p>Project approach adopted by APIRG 21</p>	AAO

No longer applicable	Completed e ANP Vol I and Vol II , Vol III in development Superseded by Concl 25/29 Linked to Concl 21/04, Concl 22/20, and Concl 24/30	AAO
No longer applicable	Completed	AAO
No longer applicable	AFI eANP Vol II completed, Vol III in development Conclusion superseded by Concl 25/29	AAO

No longer applicable	Superseeded by conclusion 25/02	ATM-SAR
No longer applicable	APIRG HB has been updated following the establishment of AASPG	AAO
No longer applicable	Conclude by APIRG 25 Conc 25/06	ATM-SAR

No longer applicable	Superseeded by conclusion 22/35 and 25/09	ATM-SAR
No longer applicable		ATM-SAR

No longer applicable	Completed	AAO
No longer applicable	Outdated.Replaced by Concl 22/16, Concl 23/10 and Dec 23/11, Concll 24/31	AAO
No longer applicable	Superseded by Concl 22`/30	AAO
No longer applicable	Superseeded by conclusion 25/11	AAO
No longer applicable	Superseeded by conclusion	ATM-SAR



No longer applicable	Transfer completed	APIRG
No longer applicable	Superseded by Concl 23/32 Linked to Concl 22/02 and 22/32	AAO
No longer applicable	The ANSP Peer review programme is being supported by ICAO ESAF and WACAF 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 AFP Plan.	ATM-SAR
No longer applicable	Outdated.	APIRG

No longer applicable	This conclusion is superseded by APIRG/27 & RASG-AFI/10 Conclusion 6/04 which establishes a new framework named AEAG for the scrutiny of ATS events in AFI. The TOR of AEAG incorporate all items I, II, III and IV of conclusion 21/03.	ATM-SAR
No longer applicable	ARMA provides annual report on RVSM Airspace monitoring including height monitoring and SLOP impact on Collision risks in AFI RVSM airspace.	ATM-SAR

No longer applicable	<p>(a) too generic and difficult to measure. Other means are used to measure the commitment of States and the industry.</p> <p>(b) Superseded by all conclusions/decisions related to the establishment of AFI ANS project teams</p> <p>(c) completed through effective participation of States and ANSP in AFPP (38 out 48) and the ANSP peer review mechanism.</p>	ATM-SAR
No longer applicable	Nomination of Focal points has outdated this conclusion	APIRG

No longer applicable		ATM-SAR
	Concluded by Conc 25/06	
No longer applicable	Concluded by Conc 25/06	ATM-SAR
No longer applicable	Outdated	ATM-SAR
No longer applicable	The level of NPIP has reached 87% in the AFI region, which means that States have implemented this conclusion in a satisfactory manner	ATM-SAR

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.	ATM-SAR
No longer applicable	Modigashu ACC was relocated from Nairobi to Mogadishu and reported at APIRG/27	ATM-SAR

No longer applicable	Superseeded by subsequent related conclusions	APIRG
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No longer applicable	Superseded by conclusion 25/28 on the utilization of PBCS implementation guidelines.	ATM-SAR
No longer applicable	Completed	ATM-SAR

No longer applicable	Outdated	ATM-SAR
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No longer applicable	(a) completed. (b) completed (c) completed. Annual report provided through AAO Meetings (d) completed as a continuous secretariat process.	ATM-SAR
No longer applicable	Superseded by Concl 24/48	APIRG

No longer applicable	This conclusion has been implemented and should be closed.	APIRG
No longer applicable	AAMP PMT established to implemented this conclusion. ATM Viison document was developoied and endorsed by APIRG.	ATM-SAR

No longer applicable	FRA PMT is up and running with annual report provided on the status of implementation. Furthermore FRA KPIs were adopted by APIRG/27	ATM-SAR
No longer applicable	(a) completed. Manual was disseminated to all ANSPs (b) ANSP peer review programme is under AFI Plan. (C) assessed under AFI Plan	ATM-SAR

No longer applicable	Completed	ATM-SAR
No longer applicable	Completed	ATM-SAR
No longer applicable	Nomination of Focal points iconcluded and ACM/1 held	ATM-SAR
No longer applicable	Closed; action completed	ATM-SAR
No longer applicable	SAT Group formed; Closed by APIRG 24	ATM-SAR
No longer applicable	SAT Group formed; Closed by APIRG 24	ATM-SAR

No longer applicable	Project established by APIRG 24	ATM-SAR
No longer applicable	This conclusion is outdated as it was drafted in the period of COVID-19. Besides, the FRA PMT and the regional offices are coordinating the implementation of FRA in the AFI and annual report is provided to AAO.	ATM-SAR
No longer applicable	<ul style="list-style-type: none"> <li>a) All States have designated their national RVSM Managers</li> <li>b) CRA is reported every year by ARMA through RASG-AFI</li> <li>c) Several workshops have been conducted for RVSM focal point the last one being in november 2024</li> <li>d) ARMA Report indicate that LHD are regularly submitted by States.</li> </ul>	ATM-SAR

No longer applicable	Linked to Conc 20/06, APIRG and RASG AFI Conc 1/03, Conc 22/15	ATM-SAR
No longer applicable	Completed	ATM-SAR

No longer applicable	No longer applicable, all States have designated their SPOC. However the status of submission of the national SAR plans is an ongoing process which is reported annually by the ICAO Regional Office in coordination with the SAR TET.	ATM-SAR
No longer applicable	Under RASG-AFI	APIRG
No longer applicable	Completed	AOP

No longer applicable	Completed	AAO
No longer applicable	Superseded by Concl 25/10	AAO
No longer applicable	Superseded by 24/31	AAO
No longer applicable	a) Completed b) Outdated	APIRG



No longer applicable	Conclusion already followed up by ARMA and report on status of focal points is provided annually at AASPG. Proposed KPI (column V) should be de only means of follow up	ATM-SAR
No longer applicable	CRA and SLOP reported annually by ARMA. Proposed KPI (column V) should be de only means of follow up	ATM-SAR
No longer applicable	Concluded by APIRG 25	ATM-SAR
No longer applicable	Completed	ATM-SAR

No longer applicable	The SAT has been restructured and the implementation procedures harmonized under SAT IMG and SAT SOG. This conclusion is no more relevant. Update on SAT development is provided at each APIRG Meeting	ATM-SAR
No longer applicable	Outdated	APIRG
No longer applicable	Completed	AAO

No longer applicable	(a) completed, AAMP PMT established and running (b) completed, first draft AFI Master Plan endorsed at APIRG. The project team is working on the final version to be presented at AASPG/1	ATM-SAR
No longer applicable	Completed	ATM-SAR
No longer applicable	Concluded; report provided to APIRG 25	ATM-SAR
No longer applicable	Completed	ATM-SAR
No longer applicable	SAR TET and ICAO are supporting States in the development and publication of their national SAR plan. An annual report is provided on the status of progress	ATM-SAR

No longer applicable	Completed.	ATM-SAR
No longer applicable	CCO and CDO are part of ASBU elementsa pplicable 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.	ATM-SAR
No longer applicable	Concluded; adoption done.	ATM-SAR
No longer applicable	Completed	APIRG

No longer applicable	Conclusion updated by conclusion 25/11 and linked to concl 21/18	ATM-SAR
No longer applicable	ATM Competency Project has been concluded	ATM-SAR
No longer applicable	Completed.	APIRG
No longer applicable	The conclusion is superseded by APIRG/27 Conclusion 27/04- Establishment of an Air Traffic Flow Management implementation project team	ATM-SAR

No longer applicable	Conclusion superseded by conclusion 25/8 and linked to Conclusion 23/8 24/15	APIRG
No longer applicable		APIRG
No longer applicable	Under RASG-AFI	APIRG
No longer applicable	Completed	ATM-SAR
No longer applicable	Completed	ATM-SAR

No longer applicable	<p>a) Issue of FL420 was reported as resolved at APIRG/26. Monitoring ongoing by ARMA</p> <p>b) Workshops organised in october 2023 for NPM</p>	ATM-SAR
No longer applicable	Matured	ATM-SAR
No longer applicable	Completed	APIRG
No longer applicable	All ANS project Teams were reviewed and adjusted based on the GANP 6 and the AFI eANP.	ATM-SAR
No longer applicable	ARMA provides annual report on RVSM Airspace monitoring including the status of non-approved RVSM aircraft. List of non-approved RVSM aircraft is regularly updated on the ARMA website.	ATM-SAR

No longer applicable	ARMA provides annual report on RVSM Airspace monitoring including the sensitization of stakeholders. This is part of ARMA's TORs.	ATM-SAR
No longer applicable	The project was integrated in the SAR TET TORs for efficiency	ATM-SAR
No longer applicable		APIRG
No longer applicable	Superseeded by subsequent related conclusions	ATM-SAR



No longer applicable		APIRG
No longer applicable	Completed	AAO
No longer applicable	Completed, workshops conducted in 2024 and 2025	APIRG
No longer applicable	Completed	ATM-SAR
No longer applicable	Completed	ATM-SAR

No longer applicable	Completed. Workshop on SSC conducted in august 2024 for ESAF and WACAF States	AAO
No longer applicable	Completed	AAO
No longer applicable	Completed	APIRG
No longer applicable	Completed	APIRG

No longer applicable	Completed. (a) FF-ICE PMT established and functioning (b) awareness workshop conducted in March 2025	ATM-SAR
No longer applicable	Completed	APIRG
No longer applicable	completed. 2 workshops conducted in 2024.	ATM-SAR

No longer applicable	ANS SUMMIT TF was established and meetings conducted, however the project has not matured yet.	APIRG
No longer applicable	Completed	APIRG