

ATTACHMENT

STATUS OF IMPLEMENTATION OF APIRG/22 CONCLUSIONS AND DECISIONS

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APIRG/22 & RASG-AFI/5 CONCLUSIONS AND DECISIONS							
Conclusion 1/03:	Implementation of AIAG recommendations by States	<i>That AFI States:</i>	States	Implementati on of AIAG Recommend ations	APIRG/23		On Going: States reports given at AIAG meetings.
		a) <i>Implement the State specific and general recommendations of the AIAG16,</i>					
		b) <i>Commit to:</i>					
		i) <i>Further develop the safety culture (including just culture) in the region through the effective implementation of SSP and SMS;</i>	States	Implementati on of JUST Culture	APIRG/23		
		ii) <i>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;</i>	States		APIRG/23	AIAG/17	
		iii) <i>Submit comprehensive investigation report, including all causal factors (the “what”</i>		Improvement in			

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		<p><i>and the “why”), corrective and preventative action to the AIAG Secretariat; and</i></p> <p>iv) <i>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.</i></p>	<p>States</p> <p>States</p>	<p>determining root cause of incident; overall improved safety</p>	<p>APIRG/23</p> <p>APIRG/23</p>		
Conclusion 1/04:	RVSM Airspace Monitoring	<p><i>That AFI States:</i></p> <p>a) <i>Submit RVSM Data to ARMA Office on a monthly basis;</i></p> <p>b) <i>Encourage Airlines and Operators to periodically height monitor their RVSM approved aircraft; and</i></p> <p>c) <i>Implement Strategic Lateral Offset Procedures and other recommended measures aimed to reduce AFI target level of safety (TLS).</i></p>	<p>States/ARMA</p> <p>States/ Air Operators</p> <p>States</p>	<p>Increased RVSM airspace safety against agreed TLS</p>	<p>APIRG/23</p>	<p>ARMA</p>	<p>On-Going: States provide monthly RVSM data to ARMA</p> <p>States encouraged to implement SLOP</p>

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RASG-AFI/5 CONCLUSIONS AND DECISIONS							
APRIG/22 CONCLUSIONS AND DECISIONS							
Conclusion 22/01:	Effective implementation of AFI Regional ANS projects	<p><i>That, in order to ensure and effective and efficient implementation of APIRG projects, States and industry:</i></p> <p><i>a) Commit the necessary resources and infrastructure towards implementation of APIRG decisions and conclusions;</i></p> <p><i>b) Effectively participate in AFI projects, including those linked to the APIRG Decisions and Conclusions;</i></p> <p><i>c) Strengthening the effectiveness and efficiency of ANS related projects such as but not</i></p>	<p>States/ Industry</p> <p>States/ Industry</p>	<p>Improved implementation of APIRG Projects; overall improvement in TLS in the region.</p> <p>Achievement of the ICAO Strategic objective</p>	<p>APIRG/23</p>	<p>Secretariat</p>	<p>On-Going: States nominate personnel into the project teams</p>

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		<i>limited to the African Flight Planning Procedures Programme (AFPP) and ANSP Peer review mechanism.</i>	States/ AFPP				
Conclusion 22/02:	Regular and timely reporting on the status of implementation of APIRG Conclusions and Decisions	<p><i>That in order to strengthening the AFI air navigation reporting system,</i></p> <p><i>Administrations/Organizations:</i></p> <p><i>a) Establish effective internal mechanisms within civil aviation organizations to facilitate collection of information on the status of implementation of APIRG Conclusions and Decisions in all applicable areas through the Air navigation reporting Forms (ANRFs);</i></p> <p><i>b) Provide the ICAO Secretariat and</i></p>	<p>States</p> <p>CAAs</p>	Effective reporting and improved flow of information and data	APIRG/23	Secretariat	<p>On-Going:</p> <p>States</p> <p>Letters sent to States by the Secretariat to request their inputs</p> <p>States</p>

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		<p><i>all relevant parties with the required information on the status of implementation of Conclusions and Decisions on a regular basis, in order to assess progress in the strengthening of the air navigation system and to enable reporting by ICAO to APIRG;</i></p> <p><i>c) Timely report on Incidents and continuously fill up the AFI Air Navigation Deficiency Database (AANDD).</i></p>	<p>States/ Secretariat</p> <p>CAAs/ Secretariat</p>	<p>Timely update of the AANDD and deficiency identification and resolve</p>	<p>APIRG/2 3</p>	<p>Secretariat</p>	<p>expected to provide routine reports to ICAO on status of implementation through the ANRF</p>
Decision 22/03:	Revised AFI SSR	<i>That:</i>					Completed

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	Code Management Plan (CMP)	<p>a) <i>the amendment proposals to the AFI SSR Code Management Plan (CMP) provided at Appendix 4B to this report are endorsed;</i></p> <p>b) <i>the Secretariat should finalize and disseminate the revised CMP, and initiate the consequential amendments to the AFI Air Navigation Plan (eANP), ensuring coordination as necessary between the ICAO AFI and adjacent Regions; and</i></p> <p>c) <i>In coordination with States, the Secretariat should monitor substantial developments such as air traffic increase, airspace restructuring, operational requirements, etc. and ensure that related proposals for amendment to the ANP are initiated in a timely manner</i></p>	<p>States</p> <p>Secretariat</p> <p>States/ Secretariat</p>	Implementation of a revised CMP	APIRG/23	Secretariat	On-Going; PfA initiated

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Conclusion 22/04:	SSR Code Occupancy Time	<p><i>That:</i></p> <p>a) <i>Effective 8 November 2020, the protection period will change from three hours to two hours; Protection period of more than 2hrs applied within specific FIRs should be justified by need taking into consideration of such factors as flight time across FIRs/Blocks of airspace as applicable, and supported by sound safety assessment in accordance with ICAO safety management provisions; and</i></p> <p>b) <i>The Secretariat take necessary measures to amend the SSR code allocation table in the AFI ANP Doc 7474</i></p>	CAAs	Implementation of the revised SSR CMP	8 Nov 2020 APIRG/23	ASCAA R project Team and Secretariat	On-Going; workshop held on 27 – 31 January 2020, SSR codes allocation revised and Doc 7474 Extract amended

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			Secretariat	Revised CMP and AFI ANP Doc 7474	APIRG/2 3	Secretar iat	
Conclusion 22/05:	Collection of data on traffic volumes and patterns in the AFI Region and the interface with other ICAO Regions	<i>That: The APIRG Traffic Forecast Group (TFG), with support of the Air Transport Bureau (ATB), take necessary action to obtain traffic data from States and traffic forecasts, in order to assess the relevance of the traffic information and data for use in reviewing the AFI SSR CMP elements.</i>	TFG/ ATB	Adequate traffic data for use in evaluation	APIRG/2 3	APIRG Secretar iat	Pending; requires input from the APIRG TFG
Decision 22/06:	Workshops to Facilitate Implementation of the Revised SSR Code Management Plan	<i>That: ICAO ESAF and WACAF Regional Offices arrange for workshops before 31 March 2020 to provide knowledge and awareness on the revised CMP, and to facilitate coordination between ATS Units.</i>	Secretariat	Technical competency within the states	31 March 2020	Secretar iat	Completed Workshop held on 27-31 January 2020

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Conclusion 22/07:	Improvement and funding of States PBN Implementation Plans	<p><i>That:</i></p> <p><i>States that have not already done so, are urged to review their PBN implementation plans to ensure that:</i></p> <p><i>a) they are sufficiently robust and detailed to effectively support implementation thereof; and</i></p> <p><i>b) they are formally adopted at the appropriate level of the State/ANSP and are accordingly funded.</i></p>	States	Implementation of PBN National Plans	APIRG/23	AFPP	On-Going: the PBN programme is coordinated through the AFPP
Conclusion 22/08:	Implementation of PBN with CCO and CDO	<p><i>That:</i></p> <p><i>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</i></p> <p><i>b) ICAO organize workshops to provide the requisite knowledge and assistance to facilitate PBN -</i></p>	States and AFPP Secretariat	<p>Effective implementation of CCO/CDO; with overall result :</p> <p>75% of Instrument Runways to have PBN procedures by end of 2020;</p>	APIRG/23	AFPP	<p>On-Going</p> <p>PBN airspace Design course focus on CCO/CDO conducted on 9-13 December 2019</p> <p>Completed</p> <p>Workshop to</p>

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		<i>CCO/CDO implementation in the AFI Region.</i>		-100% of Instrument Runways to have PBN Procedures by end of 2025.	APIRG/23	Secretariat	provide awareness on CCO/CDO held on 16-20 December 2019
Conclusion 22/09:	Follow-up on the AFI Plan SAR Projects for AFI States	<p><i>That:</i></p> <p>a) <i>AFI States:</i></p> <p>i. <i>Expedite the development and operationalisation of their SAR plans, which should include State agencies that would be involved with supporting SAR operation;</i></p> <p>ii. <i>Coordinate directly with the authorities responsible for SAR in adjacent States and arrange for signing of their SAR agreements as soon as practicable and in-form ESAF and WACAF Regional Offices;</i></p> <p>iii. <i>Use Regional Economic Communities (RECs) frameworks to pursue signing of</i></p>	States		APIRG/23	Secretariat	On-Going: Projects actioned under the AFI PLAN and the AFI ROST missions.

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		<p><i>outstanding SAR agreements where high level intervention is required;</i></p> <p>b) <i>Having adequate SAR expertise and resources to assist other States, upon request, in improving their SAR organisation and capabilities; and</i></p> <p>c) <i>IATA / Airlines include SAR requirements as part of their pre-operational assessment and technical panels/missions to States/ ANSPs.</i></p>	<p>States and RECs</p> <p>States</p> <p>Air Operators</p>	<p>Implementation of Robust and effective national SAR systems</p>	<p>APIRG/23</p>	<p>APIRG Secretariat</p> <p>IATA</p>	
Conclusion 22/10:	Relocation of the Mogadishu FIC	<p><i>That:</i></p> <p>a) <i>Somalia is urged to</i></p>		Implementation of Class A	APIRG//23		On-Going: Relocation took

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	from Nairobi to Mogadishu, ATS Organizational Changes and Airspace Operational Improvements	<p><i>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;</i></p> <p><i>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;</i></p> <p><i>c) ICAO is requested to continue providing guidance and assistance to Somalia and the FISS, as necessary;</i></p> <p><i>d) Somalia/FISS should continue to inform airspace users of the transition and availability of associated</i></p>	<p>Somalia</p> <p>Somalia</p> <p>ICAO</p>	<p>airspace in the Mogadishu FIR</p> <p>Increased RVSM airspace safety against agreed TLS.</p>	<p>APIRG/23</p>	<p>APIRG Secretariat</p>	<p>place, the upgrading of the airspace ongoing through the ICAO TCB project.</p>

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		<p><i>services in a timely manner; and</i></p> <p>e) <i>Airspace users are requested to report incidents to the State, IATA and ICAO for necessary follow-up action, including mitigation measures.</i></p>	<p>Somalia</p> <p>Air Operators</p>		APIRG/23	IATA and ICAO	
Conclusion 22/12:	Establishment of the AFI Performance-Based Communication and Surveillance (PBCS) Monitoring	<p><i>That:</i></p> <p>a) <i>The AFI PBCS monitoring should be established as part of the AFI RMA monitoring mechanism;</i></p> <p>b) <i>ICAO to formally request South Africa, as matter of urgency, to facilitate the inclusion of PBCS monitoring in the functions and responsibilities of the AFI Regional Monitoring Agency</i></p>	<p>ARMA</p> <p>ICAO</p>	Implementation of the AFI PBCS monitoring	APIRG/23	Secretariat	<p>Pending</p> <p>Formal letter to be provided to ARMA to take up the</p>

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		<p><i>(ARMA) and provide necessary expertise for both functional areas (RVSM and PBCS), as well associated support to States and service providers as applicable;</i></p> <p><i>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;</i></p> <p><i>d) The Secretariat to provide assistance and support as necessary to facilitate early establishment of the AFI PBCS monitoring mechanism; and</i></p> <p><i>e) The proposed terms of reference of the ARMA relating to PBCS monitoring at Appendix 4C to this report be reviewed and updated as</i></p>	<p>ICAO/ RSA</p>		<p>APIRG/2 3</p>		<p>monitoring responsibility.</p> <p>Reversion of the ARMA ToRs</p>

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		<p><i>necessary.</i></p> <p>f) <i>PBCS monitoring should be established as part of the South Atlantic Regional Monitoring Agency (SATMA) monitoring mechanism</i></p>	<p>Secretariat</p> <p>Secretariat/ ARMA</p> <p>Secretariat</p>				
Decision 22/13:	Adoption of RCP 240 and RSP 180 for PBCS operations in AFI Region	<p><i>That,</i></p> <p>a) <i>AFI States start pre-implementation as RCP/RSP specifications have been defined to establish PBCS</i></p>	States				

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		<p><i>policies for ANSP, Operators and Airworthiness. Publish the PBCS requirements in Aeronautical Information Publication;</i></p> <p><i>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.</i></p> <p><i>c) ANSPs establish mechanisms to recognize RCP/RSP Capabilities in ATC automation and provide RCP/RSP compliant air traffic services;</i></p> <p><i>d) Operators prepare to file RCP/RSP capabilities in flight plans and participate in PBCS Implementation and Monitoring programmes; and</i></p> <p><i>e) States that have aircraft that operate outside of</i></p>	<p>States/ANSPs</p> <p>ANSPs</p>	<p>Implementation and Harmonisation of the Required Performance framework for Communication and surveillance in the AFI region</p>	<p>APIRG/23</p>	<p>Secretariat/ States/ ARMA/ IATA</p>	<p>Pending</p>

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		<i>the AFI Region to start developing PBCS policies to help their operators with RCP/RSP(PBCS) Approvals as per ICAO Doc 9869.</i>	Air Operators States				
Conclusion 22/14:	Adoption of the AFI ATM Contingency Plan	<i>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</i>	States	Harmonized Contingency Plans for the AFI region	APIRG/23	Secretariat	Completed

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		<p><i>and level 3 contingencies are adopted;</i></p> <p><i>c) the AFI Regional ATM Contingency Plan in Appendix 4J is adopted; and</i></p> <p><i>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.</i></p>	ICAO ROs	Active AFI CCT	APIRG/23	Secretariat	Completed: 3 CCT have been activated since establishment in August 2019
Conclusion 22/15:	Implementation of eleventh TAG meeting report	<p><i>That:</i></p> <p><i>a) States update the contact details of RVSM National Programme Managers or Focal Points by 31 December 2019;</i></p> <p><i>b) ICAO and ARMA jointly conduct seminars for State agencies and RVSM NPM/Focal Points in 2019 to inform and/or update them on RVSM requirements and post</i></p>	States/ ICAO/ ARMA	Improved safety in the AFI RVSM airspace Technical competency within the States	APIRG/23	Secretariat Secretariat	On-going: Follow-up on TAG recommendations done through SL from the ROs. Pending

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		<p><i>implementation responsibilities of States, ANSPs, Airspace Users and other stakeholders;</i></p> <p>c) <i>ICAO ESAF and WACAF Regional Offices facilitate Coordination Meetings for Ad-dis Ababa, Kinshasa and either Gaborone or Lusaka FIRs, and ensure the participation of neighbouring FIRs and/or ATC Units to resolve the high numbers of Co-ordination Failures by 30 June 2020;</i></p> <p>d) <i>States/ANSPs be urged to report all vertical events involving large height deviations and take the necessary corrective action to reduce the total vertical risk further down to below the total vertical Target Level of Safety;</i></p> <p>e) <i>AFI Trans-regional co-ordination failures between Sanaa FIR and Mogadishu, Asmara and Djibouti should be</i></p>	<p>ICAO ROs</p> <p>ANSPs</p>	<p>Reduction in coordination failures/improved TLS and reduction in CRA level</p> <p>Reduction in coordination failures/improved TLS and reduction in CRA level</p>	<p>30 June 2020</p>	<p>ARMA</p>	<p>On-Going</p> <p>One coordination meeting held on 8th July 2020 with SCAA</p> <p>2nd CM planned for 6th August 2020 with MID region for Red Sea states</p> <p>On-Going</p> <p>3rd CM for Vic.</p>

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		<p><i>given immediate attention due to the number of events that have occurred; and</i></p> <p>f) <i>States/FIRs which have not yet done so are urged to submit all the RVSM data from 2018 to 2019 and establish a mechanism for submission of monthly data to ARMA.</i></p>	<p>ICAO ROs</p> <p>States</p>	<p>Reduced CRA level</p>	<p>APIRG/23</p>	<p>ICAO ROs</p> <p>ARMA</p>	<p>Falls States planned to take place by end of Sept 2020</p> <p>On-Going</p>
Conclusion 22/16:	Implementation of the aerodrome operations project	<p><i>That:</i></p> <p>a) <i>Experts to be members of the Project Teams have been identified as per the AAO SG/2 report;</i></p>	a). States	Project document	APIRG/23	Project team members	Project teams re-organized during AAO/SG 3 from 9 to 4

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		<p>b) <i>Project Teams are tasked to coordinate the development of project documents and implementation strategies in collaboration with the Secretariat before end of 2018;</i></p> <p>c) <i>Project Teams should report on the progress made in the implementation of the projects to the AAO-SG; and</i></p> <p>d) <i>The Secretariat to circulate a follow-up State Letter to concerned States and organizations, informing them of the nomination of the Project Teams members and re-minding them to provide adequate support to the Project Teams activities.</i></p>	<p>b). State Project team members</p> <p>c). Project team members</p> <p>d). ICAO Regional Office</p>				<p>to fast rack and enhance the development of project documents and implementati on strategies.</p> <p>Follow up State letter send to States</p>
Conclusion 22/17:	Participation of States and Organizations to the AAO sub-	<i>That: To support the implementation of projects, States, IATA, Aerodromes Operators and ACI are requested to</i>	States	Nominated States and CVs for experts	-	Secretariat	Some experts nominated from States

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	group and Project Teams activities	<i>provide more Experts by sending letters of nomination with the CVs to ICAO Regional Offices. In Addition, Aerodrome Operators and ACI should participate and effectively support the AAO/SG and APIRG activities including meetings.</i>					and Organizations have been working on projects. During AAO-SG 3 more experts volunteered from States and others nominated from Organizations to support new proposed project teams arrangement.
Conclusion 22/18:	Certification of international aerodromes	<p><i>That:</i></p> <p>a) <i>States should ensure the implementation of their aerodrome certification action plans, including timely resolution of deficiencies found on airports</i></p> <p>b) <i>States are encouraged to share their experiences and</i></p>	a). States	Certified International Airports	Dec.2020	States	<p>Approximate ly 30% of aerodromes certified.</p> <p>Other aerodromes under certification phases.</p>

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		<i>host workshops and trainings on aerodromes matters.</i>	b). States				Aerodrome certification workshops hosted by Zambia and Congo in 2019.
Conclusion 22/19:	Establishment of effective Runway Safety Teams at aerodromes in the AFI Region	<i>That:</i> a) <i>States that have not yet done so, are requested to ensure the establishment of effective Local Runway Safety Teams at their aerodromes used for international operations before end of 2020;</i> b) <i>ICAO, States, RST Partners and industry should continue to support the Runway safety programme through the implementation of the Global Runway Safety Action Plan recommendations; and</i> c) <i>ICAO AFI Regional Offices to remind States to request for the assistance of</i>	a). States b). ICAO, States, RST partners	Registered and Operational Runway Safety Teams at International Airports	APIRG/23	States and Runway Safety Go teams	45%* of international Aerodromes have Runway Safety Teams. ICAO/ACI/IATA and Runway Safety Teams providing Seminars and workshops to individual States like Botswana and Seychelles.

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		<i>the RASG-AFI Go-Team for the establishment of effective LRST at their aerodromes.</i>	c). ICAO Regional Offices				A Regional Runway ICAO / FAA Runway Safety Workshop held in Lomé, Togo from 9 to 13 September 2019 Virtual Runway Safety Webinar planned for October 2020.
Conclusion 22/20:	Amendment to the AFI Air Navigation Plan (eANP, Doc 7474)	<i>That:</i> a) <i>APIRG endorse the final Draft of AFI ANP Volume II as presented in Appendix 4E to the report;</i> b) <i>AFI States provide timely inputs to Volume III of the AFI ANP as at Appendix 4F</i>	a). APIRG b). States	Amended ANP	APIRG/2 3	States	Requests submitted by some States for necessary action. PFAs process completed or

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		<p><i>to this report, once circulated for comments;</i></p> <p>c) <i>States comply with the procedures for amendment (PfAs) of the AFI eANP upon initiation by the ICAO ESAF and WACAF Regional Offices; and</i></p> <p>d) <i>The ESAF and WACAF Regional Offices expedite the processing of all outstanding requests for changes to the ANP submitted by States for inclusion in Volumes I and II of the AFI eANP, as soon as practicable.</i></p>	<p>c). States</p> <p>d). ICAO Regional Offices</p>				ongoing
Conclusion 22/21:	Harmonization of the information published by States related to aerodromes	<i>That: States should harmonize information published in the AFI eANP, their USOAP SAAQ and their AIPs.</i>	States	Harmonized data	Ongoing	States	Some States have harmonised data
Conclusion 22/22:	Effective and efficient participation of Administrations in the IIM Projects activities	<i>That: Administrations/Organizations members of the APIRG IIM subgroup, assess prior to their commitment, their capability, capacity and availability to</i>					

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		<i>ensure an effective participation of their representatives to the activities of the Sub Group, including Projects coordination Teleconferences and accordingly provide them with the adequate facilitation for their full involvement.</i>					
Conclusion 22/30:	Harmonization of the implementation of ASBU elements in the AFI Region	<p><i>That, in order to ensure a harmonized implementation of ASBU elements:</i></p> <p><i>a) States:</i></p> <p><i>i) Strengthen the necessary bilateral and multilateral arrangements for the coordinated and effective implementation of the ASBUs modules with the view of ensuring systems and services interconnectivity and interoperability.</i></p> <p><i>ii) Appoint National Focal Points to coordinate at State level the implementation of ASBU;</i></p> <p><i>iii) Develop National Implementation Plans for the coordinated implementation of ASBU.</i></p>	States	Harmonised implementation of ASBU elements		Secretariat	On- Going: A number of workshops/webinars conducted and/or planned to build capacity within the States.
			States	Technical Competency within the States	APIRG/23	ICAO ROs	ICAO/CANSO ASBU Webinar planned by end of October 2020

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		<i>b) ICAO provides more Training workshops to improve the understanding on ASBU and the new modules for Block 1.</i>					
Conclusion 22/32:	Operationalisation of the AFI Air Navigation Deficiency Database	<p><i>That:</i></p> <p>a) <i>ICAO to expedite the development of a harmonised methodology to be used by all regions on the reporting of deficiencies;</i></p> <p>b) <i>That the Database be improved to enable States upload evidence for the closure of deficiencies;</i></p> <p>c) <i>States to appoint Focal points to be trained by</i></p>	<p>ICAO ROs</p> <p>States</p> <p>ICAO ROs</p>	<p>Active and updated AANDD and overall reduction in active deficiencies</p> <p>Technical competency at</p>	<p>APIRG/23</p>	<p>ICAO ROs</p> <p>ICAO</p>	<p>On-Going</p> <p>Minimum reporting areas revised</p> <p>Updating of the AANDD by ICTs of the Regional Offices ongoing</p> <p>Stated letters issued and Appointment of Focal Points ongoing,</p> <p>Workshop for</p>

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		<i>d) ICAO; and ICAO ESAF and WACAF Regional Offices hold workshops to train Focal Points on how to interact with the database.</i>		state level		ROs	Focal Points pending.
Conclusion 22/33:	Implementation of AFI Plan 2019 Aviation Infrastructure for Africa Gap Analysis Recommendations	<p><i>That:</i></p> <p><i>a) The Secretariat should prepare the gap analysis of a long term horizon based on 25-year projections of traffic growth, operational and capacity / regulatory requirements, and demand for aviation professionals;</i></p> <p><i>b) States and RECs should utilize available guidance material from ICAO and the results of the gap analysis to prepare national and regional Aviation Master Plans;</i></p> <p><i>c) RECs and States should determine the funding</i></p>	<p>APIRG Secretariat</p> States and RECs	<p>Gap Analysis Report</p> AFI Aviation Master Plan	APIRG/23	AFI Plan	Pending Contributions towards the development of the plan expected from States.

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		<p><i>required to bridge the long term infrastructure gaps and identify appropriate financing mechanisms at State and / or regional level; and</i></p> <p>d) <i>Regional programme with specific plans, projects and effective implementation monitoring mechanism should be developed by States and RECs to ensure that the identified gaps are properly addressed.</i></p>	<p>States and RECs</p> <p>States and RECs</p>	<p>AFI Regional Implementation Plan</p>			
Conclusion 22/34:	Organization of a Round Table for APIRG Projects Funding	<p><i>That;</i></p> <p><i>In order to ensure sustainable funding for effective implementation of APIRG Projects in accordance with regional programmes:</i></p>		Adequate		APIRG/ Secretariat	Pending

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		<p>a) <i>ICAO, with the assistance of AFCAC and Regional Economic Commissions, explore mechanisms for the establishment of a framework for the funding of APIRG Projects preferably before the end of year 2020.</i></p> <p>b) <i>A Round Table meeting be convened to consider in particular the Air Navigation Deficiencies identified by APIRG and the outcome of assessments and gap analysis of the AFI Air Navigation Infrastructure and systems and identify feasible solutions to be funded;</i></p> <p>c) <i>The outcome of the Round Table be shared with the African Union and United Nations specialized institutions promoting a sustainable development.</i></p>	ICAO and AFCAC	Funding for APIRG Projects	APIRG/23	Secretariat	

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		<p>e) <i>the process and timelines for the implementation of the strategy and the cascading of the strategy to States should be achieved through the development of National Aviation Master Plans and an agreeable funding model; and</i></p> <p>f) <i>AFCAC should monitor and follow up with States the implementation of the process, and encourage States to remove Foreign OpSpecs requirements as per ICAO Annex 6 and Doc. 8335 and improve the process of timely approval of overflight clearance.</i></p>	<p>ICAO and AFCAC States AFCAC</p>	<p>the ATM Master Plan</p> <p>Implementation of National Aviation Master Plans</p>	<p>APIRG/23</p>	<p>Secretariat</p> <p>APIRG Secretariat</p>	<p>Master Plan Project Team formed at the AAO SG/3 to complete the drafting of the Master plan, CONOPS and Vision Document.</p>

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Conclusion 22/36:	Free Routing Airspace	<i>That, in order to foster the concept of free routing in the AFI continental airspace in preparation for the ASBU B1 module,</i> <i>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</i>	States	Implementation of FRO in the AFI airspace	APIRG/2	Secretariat	On- Going Route Lab held on 16-20 Dec 2019 – 30 new routes developed; States implemented DRO WEF 16 July 2020

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		<p><i>plans; and</i></p> <p>b) <i>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.</i></p>	East African States	Implementation of Case Study FRO in the East African airspace	3	ICAO ESAF RO	<p>States Letter to identify Focal Points sent, States response ongoing</p> <p>Focal Points meeting planned by 30 August 2020.</p>
Conclusion 22/37:	Operations of Unmanned Aircraft Systems (UAS)	<p><i>That,</i></p> <p>a) <i>States are urged to coordinate with other States in the harmonisation of UAS regulations.</i></p> <p>b) <i>ICAO to provide guidance material on seamless integration of UAS into non-segregated airspace.</i></p>	States ICAO	Harmonised integration of UAS Operations	APIRG/23	Secretariat	<p>On-Going</p> <p>States to develop UAS National Regulations</p>

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Conclusion 22/38:	ANSP Peer review mechanism	<p><i>That:</i></p> <p>a) <i>The relevant ANSP Peer review manual as adopted be used by all ANSPs;</i></p> <p>b) <i>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;</i></p> <p>c) <i>African ANSPs strengthen their cooperation towards enhancement of safety and efficiency of air transport operations in Africa; and share the benefits of the African ANSP Peer Review Program, with other ICAO Regions as a mean of improvement of Air Navigation services.</i></p>	<p>ANSPs</p> <p>AFI Plan</p> <p>ANSPs and ICAO</p>	<p>Harmonised Approach to the Peer Review programme</p> <p>Incorporation of the African ANSP Peer Review into the AFI Plan Projects</p> <p>Enhanced inter-regional safety</p>	<p>APIRG/2 3</p>	<p>Secretariat</p> <p>ICAO ROs</p>	<p>On- Going:</p> <p>A number of missions carried out under the CANSO peer review programme in the ESAF States and under ICAO WACAF RO for the WACAF States.</p>

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Conclusion 22/39:	SBAS for Africa - Indian Ocean Initiative	<p><i>That, while taking note of the “SBAS for Africa - Indian Ocean” initiative by 17 member States of ASECNA,</i></p> <p><i>a) AFCAC should fast-track the conduct of a continental cost-benefit analysis (CBA) on SBAS implementation in the region by June 2020, to support the decision making process by States and stakeholders, and to enable update of the AFI GNSS strategy accordingly; and</i></p> <p><i>b) ICAO and AFCAC organize a regional workshop with all stakeholders involved in SBAS implementation thereafter.</i></p>					
Conclusion 22/40:	Mandate for ADS- B Transponder Extended Squitter 1090 equipage in the AFI Region	<p><i>That:</i></p> <p><i>a) States and aircraft operators ensure that all aircraft operating within the AFI RVSM airspace are equipped with ADS-B</i></p>		Full Implementation of ADS-B Transponder ES	June 2023		Pending

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		<p><i>Transponder Extended Squitter 1090 by June 2023 (AIRAC date);</i></p> <p><i>b) An Assessment for a Go or No Go Decision be conducted on 2022 targeting 90% aircraft equipped with Transponder Extended Squitter 1090 for AFI RVSM airspace as the threshold; and</i></p> <p><i>c) States and aircraft operators ensure that all aircraft operating within the AFI Region airspace are equipped with ADS-B Transponder Extended Squitter 1090 by January 2025 (AIRAC date).</i></p>	States and Air operators	<p>in AFI Region by 2023</p> <p>ADS B aircraft equipage assessment report</p>	<p>APIRG/23</p> <p>January 2025</p>	States ICAO and IATA	
Conclusion22/41:	Implementation of the Runway surface conditions Global Reporting Format (GRF)	<p><i>That:</i></p> <p><i>a) States should:</i></p> <p><i>i) set up national and local plans with dedicated Teams, for the implementation, and make use of</i></p>	<p>a). States</p> <p>i). States</p>	GRF Implementation plan	Nov.2021	States	Seminars and workshops on sensitization

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		<p><i>existing national and regional mechanisms to support the implementation of the GRF (RSTs, Go-Teams, RSOOs, ...) ensure appropriate participation of the concerned stakeholders (CAAs, airports operators, ANSPs, airlines, ...) to the upcoming seminars (Accra, Nairobi and Johannesburg);</i></p> <p><i>ii) States should report on the implementation of the GRF to the ICAO regional Offices;</i></p> <p><i>b) International Organizations (IATA, ACI, CANSO, ASECNA, ...) should actively participate in the conduct of the Seminars and any further required activities; and</i></p> <p><i>c) ICAO Regional Offices and International Organizations such as ACI, IATA, etc. to increase training activities, including onsite trainings.</i></p>	<p>ii). States</p> <p>b). International Organizations</p> <p>a). ICAO and International Organizations</p>				<p>on GRF carried out in ESAF and WACAF.</p> <p>GRF implementation plans developed and implemented in some States.</p>

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Conclusion 22/42:	APIRG/22 Conclusion 22/42: SAT Procedural Hand book	<p><i>That:</i></p> <p>a) <i>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;</i></p> <p>b) <i>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.</i></p>	AFI SAT States	SAT procedural Handbook	SAT/25 APCC/5	SAT Secretariat	On- Going: Small study Group established to complete the development of the document. The SG is in the process of carrying out the mandate.
Conclusion 22/43:	Participation in the 2nd Atlantic Coordination Meeting (ACM/2) and NAT SOG/21 Meeting	<p><i>That:</i></p> <p>a) <i>AFI States are requested to participate in the planned ACM/2 meeting to be held during the first quarter of 2020; and</i></p>	AFI SAT States	Full Participation by the AFI Region	APIRG/23	AFI SAT Secretariat	Completed ACM/2 took place on 18-20 February 2020, AFI SAT attended

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		c) <i>SAT States, through the ICAO Regional Offices concerned, to participate as ob-servers the NAT SOG/21 meeting in Madrid, Spain.</i>					
Decision 22/44:	Focal points for coordination between SAT and NAT	<i>That the Secretariat coordinate and confirm the appointment of focal points to coordinate with the NAT on the identified and prioritized list of projects as per the ACM /1 meeting resolution.</i>	States and SAT Secretariat	Active participation by AFI States on ACM projects	APIRG/23	SAT Secretariat	On- Going: States are in the process of providing the nominations
Conclusion 22/45:	PBCS Monitoring by RMAs	<i>That the Regional Monitoring Agencies SATMA, ARMA and CARSAMMA update their ToRs for the inclusion of PBCS monitoring and the installation plans for an additional RVSM HMU in the AFI Region to ensure global harmonization.</i>	RMAs	PBCS monitoring incorporated into ToRs for the RMAs	APIRG/23	ARMA	Pending ICAO State Letter to ARMA pending
Conclusion 22/46:	Formalization of the SAT Group	<i>That States and SAT role players are requested to provide information to the SAT Secretariat related to various options be considered by ICAO to formalize the SAT Group with the aim</i>	AFI SAT States	Implementation of the SAT GROUP	31 October 2019	SAT Secretariat	On- Going: Process to formalise the Group passed

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		<i>to further improve coordination with the NAT, harmonize operations and provide a platform for discussions, by 31 October 2019.</i>					through APIRG/22
Decision 22/47:	Formalization of the SAT Group	<i>That the Secretariat coordinate the various options proposed by the SAT role players to formalize the SAT Group with ICAO HQ for presentation to the ANC and Council.</i>	APIRG Secretariat	Presentation of proposal for harmonisation of SAT Group to ANC and ICAO Council	APIRG/23	ICAO ROs	
