

APPENDIX

REVIEW OF APIRG/20 CONCLUSIONS AND FOLLOW-UP ACTION PLAN

| Conclusion/ Decision no. | Title of Conclusion/ Decision | Text of Conclusion/Decision | Responsibility | Deliverable | Action agreed by ANC | Report/ Completion date | Status |
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| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Conclusion 20/01 | Certification of International Aerodromes | <p>That:</p> <p>a) States are urged to comply with ICAO SARPs on certification of aerodromes which came in force since November 2003 and Abuja safety targets. States should determine under which status their international airports will operate post December 2015;</p> <p>b) In line with the provisions of coordination between the RASG-AFI and APIRG, relevant technical components of aerodrome certification should be included in the projects subsidiary bodies of APIRG; and</p> <p>c) The target of attainment of 45% of certification of International Aerodromes in the AFI Region by end of 2016 is recommended in harmony with the approved AFI Plan targets for the same period.</p> | | | | | On-going process |

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| Conclusion 20/02 | Implementation of PANS-Aerodromes provisions | <p>That:</p> <p>a) States are urged to ensure implementation of applicable procedures of the PANS-Aerodromes - Doc 9981. In case of differences between their procedures and the PANS-Aerodromes provisions, they should publish these differences in their aeronautical information publication (AIP) in accordance with Annex 15 to the Chicago Convention; and</p> <p>b) States should respond to ICAO State letters and in particular to proposals for the amendments to PANS–Aerodromes and Annex 14, Volumes I and II.</p> | | | | | |

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| Conclusion 20/03 | Aerodrome Emergency Planning (AEP) including Public Health Emergency (PHE) | <p>That:</p> <p>a) States are urged to ensure that public health component of the Aerodrome Emergency Plan and organization of the Emergency Operations Centre are based on all relevant ICAO Annexes and Documents, and the WHO IHR 2005;</p> <p>b) States are urged to ensure close collaboration between the public health authority and aviation stakeholders in planning and management of Public Health Emergency (PHE) to avoid duplication of effort and consistently improve efficiency; and</p> <p>c) WHO, ICAO and CAPSCA Member States discourage restrictions on flights and passengers originating from countries with confirmed, suspect and contact cases of Ebola Virus Disease (EVD). Similarly, suspension of flights by air operators is also discouraged.</p> | | | | | On-going process |

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| Conclusion 20/05 | Status of implementation of ASBU Block 0 modules | <p>That:</p> <p>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</p> <p>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).</p> | | | | | On-going process |

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| 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> | | | | | |

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| Conclusion 20/09 | Implementation of ICAO PBCS Manual (DOC 9869) and GOLD Manual (DOC 10037) | That: a) States, Air Navigation Service Providers (ANSPs) and users take necessary action to apply the technical and operational guidance provided in the Second Edition of Doc 9869 (Performance Based Communication and Surveillance (PBCS) Manual) and the Global Operational Datalink (GOLD) Manual (Doc 10037) once published; b) States and ANSPs that have already implemented CPLDC/ADS-C review their systems performance using PBCS Manual and take immediate action where remedial measures are necessary; and c) ICAO should provide assistance to States facing implementation challenges under the No Country Left Behind (NCLB) initiative to ensure that communication and surveillance requirements are met by all AFI States. | | | | | |

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| Conclusion 20/10 | Search and Rescue (SAR) | That: a) States be urged to conclude SAR agreements under Regional frameworks to facilitate operational cooperation and efficiency; and b) The Secretariat should follow up on APIRG/19 Conclusion 19/21, on SAR Data Collection and Development and Management of an AFI SAR Web Page and 19/22 on Establishment of SAR Team of Experts and SAR Support Project and report progress to APCC and subsequently present a status report to the next Meeting of APIRG (APIRG/21). | | | | | On-going process |

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| Conclusion 20/12 | Civil/military cooperation and coordination | <p>That in order to facilitate civil/military cooperation, States:</p> <ul style="list-style-type: none"> a) Consider application of ICAO guidance material including Circular 330 and share such material with their military counterparts; b) Adopt a Flexible Use of Airspace (FUA) approach in establishing prohibited, restricted or danger areas such that these areas are established on a temporary basis, taking into account the needs of civil aviation; c) Establish a legal framework to support effective coordination between civil and military authorities; d) Incorporate element of civil/military cooperation in the training syllabus of both civil and military air traffic service personnel; and e) Constantly review the existence of prohibited, restricted or danger areas pursuant to LIM/AFI (1988) Recommendation 2/21. | | | | | On-going process |

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| Conclusion 20/13 | Resolution of safety issues in the airspace over South Sudan | <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> | | | | | |
| Conclusion 20/14 | Regional PBN Implementation Plan | <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> | | | | | On-going process |

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| Conclusion 20/16 | Optimization of the functions of the African Flight Procedure Programme (AFPP) | <p>That, in order to attain optimum benefits from the AFPP and to effectively support progress in the implementation of PBN in the region:</p> <p>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</p> <p>b) The AFPP take concerted effort to provide information and sensitize States on taking advantage of its establishment and functions and services.</p> | | | | | |
| Conclusion 20/17 | Support to the African Flight Procedure Programme | <p>That, in order to provide the AFPP with resources to effectively discharge on its mandate:</p> <p>a) African States are urged to second qualified staff to the AFPP; and</p> <p>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.</p> | | | | | |

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| Conclusion 20/18 | Comprehensive measures to improve the AFI RVSM safety levels | <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"> a) Incorporate Strategic Lateral Offset Procedures (SLOP), noting the safety benefits thereof even where surveillance has been implemented; b) Ensure adequate safety assessments, with particular attention to crossing points, before implementing new ATS routes; c) Take necessary action to improve reporting and investigation of incidents; d) Prioritise the implementation of ATS Inter-facility Data Communications (AIDC) to reduce coordination failures between FIRs; and e) Regulators to strictly enforce SARPs and regulatory provisions relating to aircraft RVSM approvals and operations. | | | | | |

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| Conclusion 20/19 | Implementation of SLOP | <p>That AFI States:</p> <p>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</p> <p>b) Seek assistance from ICAO or the ARMA as necessary to ensure that the related publication meet the relevant ICAO provisions.</p> | | | | | On-going process |
| Conclusion 20/20 | Restoration of the performance of AFS circuits | That States/ANSPs should as a matter of priority endeavor to restore the performance of Aeronautical Fixed Services (ATS/DS and AFTN) circuits. | | | | | |
| Conclusion 20/22 | Implementation of AMHS | That States/ANSPs develop/revise their AMHS implementation plans and establish bilateral Memoranda of Understanding (MoUs) for the interconnection of AMHS systems and inform the ICAO Regional Offices for updates of the AFI AMHS implementation. | | | | | |

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| Conclusion 20/23 | Upgrade of VSAT network backbone to support the interconnection and operation of AMHS | That, in order to eliminate the ground/ground limitation of the speed of the current circuits experienced during trials undertaken by ANSPs (ATNS, ASECNA), the current VSAT based ground/ground communication backbone be upgraded to support the interconnection and operation of AMHS. | | | | | |
| Conclusion 20/24 | Establishment of a Project Team for the implementation of a data link central monitoring and reporting agency (DL/CMRA) | That: a) A Project Team comprised of Cabo Verde (as Team Leader), Ghana, ASECNA, South Africa, Seychelles, AFRAA and IATA be established to identify and propose the main functions of an AFI DL/CMRA, the appropriate organizational framework and a suitable cost effective funding mechanism; and b) The Project Team Leader should provide a report of the activities of the project, which are to be mainly done through electronic conferences to the Secretariat for submission to the APCC and the outcome should subsequently be submitted to APIRG/21. | | | | | |

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| Conclusion 20/25 | Sharing of study on GNSS | <p>That:</p> <p>a) States/ Organization who have undertaken studies and trials on GNSS should share their results to inform the impact analysis of an AFI GNSS/SBAS to be completed pursuant to APIRG Conclusion 19/29, covering operational, technical, environmental and economic aspects for this GNSS augmentation system;</p> <p>b) AFCAC Regional offices should pursue the search for the funding of an impact analysis related to GNSS/SBAS implementation in AFI Region; and</p> <p>c) AFCAC convene a regional Meeting to address GNSS implementation issues in the AFI Region.</p> | | | | | |
| Conclusion 20/26 | Implementation and Interconnection of Surveillance Systems | <p>That in the framework of the AFI surveillance implementation strategy, the ICAO Regional Offices facilitate States implementation of the AFI Surveillance Plans and interconnection of their surveillance systems in order to increase surveillance capability along the Area of Routing and provide seamless surveillance service.</p> | | | | | |

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| Conclusion 20/27 | Assignment of SSR Mode S interrogator identifier (II) Codes | That in order to prevent conflicts in SSR Mode S operation in the overlapping coverage airspaces: a) States/Organizations send to the Secretariat, not later than 29 February 2016, the coordinates of their SSR Mode S stations and refer to their respective accredited ICAO Regional Office for the assignment of SSR Mode S Interrogator Identifier (II) code; and b) ICAO finalize the data base and the software for SSR Mode S Interrogator Identifier (II) code assignment. | | | | | |

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| Conclusion 20/29 | Continued support to ICAO Position | <p>That, in accordance with the ICAO spectrum strategy, policy Statements and related information as contained in the Handbook on Radio Frequency Spectrum Requirements for Civil Aviation (Doc 9718):</p> <p>a) States /Organizations continue to support ICAO position for WRC in particular on agenda item of high importance to the safe operation of aircraft by participation in the national and regional/sub regional preparatory Meetings for ITU WRC Meetings; and</p> <p>b) The Secretariat reinforce the coordination of the initiatives that will ensure the alignment of their national position with ICAO position for WRC.</p> | | | | | |

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| Conclusion 20/30 | Protection of C band spectrum | <p>That in accordance with Resolution 154 (Rev. WRC-15), States /Organizations take the appropriate measures in order to ensure the protection of the satellite C-band operated by the AFI VSAT networks:</p> <p>a) Registration of the aeronautical VSAT frequencies in the States register held by the national authorities of regulation of telecommunication; and</p> <p>b) Follow-up with the concerned authorities in the States to further register the frequencies in the ITU Master International Frequency Register (MIFR).</p> | | | | | |

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| Conclusion 20/31 | Reinforcement of the Capacity of AFI CNS Personnel | <p>That in order to ensure an effective implementation of the APIRG identified projects:</p> <p>a) States /Organization should pursue their efforts in developing CNS personnel capacity building through consolidated training plans and programmes. In doing so, they should make optimum use of available expertise in the AFI Region; and</p> <p>b) ICAO should continue to support CNS personnel capacity building through workshops and seminars.</p> | | | | | |
| Conclusion 20/32 | Coordination for air navigation service planning and implementation | 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). | | | | | |

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| Conclusion 20/33 | Implementation of AN-Conf/12 Rec. 3/8 (c) | That States which have taken the initiative of the AFI-CAD concept of implementing Centralized AIS databases should ensure compliance with the provisions of AN-Conf/12 Recommendation 3/8(c) calling for intraregional and interregional cooperation for an expeditious transition from aeronautical information service (AIS) to aeronautical information management (AIM) in a harmonized manner and use of digital data exchange and regional or subregional AIS databases as an enabler for the transition from AIS to AIM. | | | | | |
| Conclusion 20/34 | Interoperable Systems and Data | That States should ensure the compatibility of the various versions of AIXM databases and integration of the different aeronautical data domains to facilitate implementation of a system wide information management (SWIM), under ASBU B0-DATM element on AIXM in the AFI Region. | | | | | |

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| Conclusion 20/35 | Planning and implementation of AIM | That States should ensure that the planning and implementation of AIM in the region, is coherent and compatible with the developments in adjacent regions, and is carried out within the framework of the ATM Operational Concept, the Global Air Navigation Plan. | | | | | |
| Conclusion 20/38 | AFI Air Navigation Report Form (ANRF) for B0-AMET Module | That the updated Air Navigation Report Form (ANRF) at Appendix 2.6B be adopted for ASBU B0-AMET module in the AFI Region. | | | | | |
| Conclusion 20/40 | Qualification of Personnel Performing Safety Oversight functions of the Aeronautical Meteorological Service | That, States put in place mechanisms to ensure personnel performing safety oversight functions of the aeronautical meteorological service in the AFI region, are adequately qualified and competent as stipulated in Annex 19 to the Chicago Convention and report progress to APCC and status report to the next meeting of the APIRG (APIRG/21). | | | | | |
| Conclusion 20/41 | Participation in the activities of the future Expert Group on the implementation of MET related SWIM Activities. | That AFI States be encouraged to participate in the activities of the future Expert Group on the implementation of the system wide information management (SWIM) in the MET field. | | | | | |

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| Conclusion 20/42 | Recent WAFS and SADIS developments | <p>That:</p> <p>a) AFI States are encouraged to regularly obtain information on the verification of WAFC London GRIB2 CAT and CB forecast data;</p> <p>b) SADIS Users in the AFI region:</p> <p>1) Contact their SADIS Workstation software provider to seek information regarding future updates and to take advantage of the enhancements including the provision of traditional alphanumeric OPMET data at 1 minute intervals; and</p> <p>2) Establish and regularly test backup accounts with the alternative provider to be used in the event that their normal service in accordance with the AFI ANP, is not available.</p> | | | | | |

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| Conclusion 20/43 | Action plan to remove air navigation deficiencies in the MET field | <p>That:</p> <p>a) ICAO Regional Offices in Dakar and Nairobi, update the air navigation deficiencies in the MET field in the remaining non-visited AFI States;</p> <p>b) AFI States where deficiencies still persist, endeavour to establish and implement an action plans aimed at removing air navigation deficiencies in the MET field; and</p> <p>c) AFI Regional OPMET Data Banks (RODBs) present statistics on availability of OPMET data, using the following thresholds: “above 97% availability, between 50% and 97% availability and below 50% availability”.</p> | | | | | |
| Conclusion 20/44 | Transition Plan for handling OPMET Information in Digital Format in the AFI region | That, the information given in Appendix 2.6D to this report, is endorsed as the Transition Plan for handling OPMET Information in Digital Format in the AFI region. | | | | | |

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| Conclusion 20/45 | Training Seminars to develop capability building for handling OPMET data in digital format in the AFI region | <p>That the WMO, in coordination with ICAO, assist AFI States in implementing OPMET Information exchange in Digital format by conducting regional training seminars and workshops in order to:</p> <p>a) increase awareness of users of the AFI Meteorological Bulletin Exchange (AMBEX) units, on the exchange of OPMET data in digital format; and</p> <p>b) expedite the implementation of the AFI Transition Plan for handling OPMET Information in Digital Format.</p> | | | | | |
| Conclusion 20/47 | Application and Development of the AFI eANP | <p>That:</p> <p>a) APIRG apply the new Regional Air Navigation Plan Template approved by the ICAO Council; and</p> <p>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.</p> | | | | | |

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| Conclusion 20/48 | Revised APIRG Procedural Handbook | That the APIRG Secretariat: a) Circulate the draft revised APIRG Procedural Handbook to APIRG members for their comments and inputs not later than 29 February 2016; and b) Finalize and publish the final version of the revised APIRG Procedural Handbook by 30 March 2016. | | | | | |

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| <p>Conclusion 20/49</p> | <p>Projects Identification and Implementation issues</p> | <p>That:</p> <p>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;</p> <p>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;</p> <p>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</p> <p>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.</p> | | | | | |
