

ATTACHMENT

STATUS OF IMPLEMENTATION OF APIRG/22 CONCLUSIONS AND DECISIONS

Conclusions/ Decisions No.	Title of Conclusion/ Decision	Text of Conclusion/Decision	Responsibility	Deliverable	Report/ Completion date	Follow up Action by	Comment on Status of implementa tion
1	2	3	4	5	6	7	
<b>APIRG/22 &amp; RASG-AFI/5 CONCLUSIONS AND DECISIONS</b>							
<b>Conclusion 1/03:</b>	<b>Implementation of AIAG recommendations by States</b>	<i>That AFI States:</i>	States	Implementati on of AIAG Recommend ations	APIRG/23		<b>On Going:</b> States reports given at AIAG meetings.
		a) <i>Implement the State specific and general recommendations of the AIAG16,</i>					
		b) <i>Commit to:</i>		States	Implementati on of JUST Culture	APIRG/23	
i) <i>Further develop the safety culture (including just culture) in the region through the effective implementation of SSP and SMS;</i>							
		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/1 7	
		iii) <i>Submit comprehensive investigation report, including</i>		Improvement			

Conclusions/ Decisions No.	Title of Conclusion/ Decision	Text of Conclusion/Decision	Responsibility	Deliverable	Report/ Completion date	Follow up Action by	Comment on Status of implemen- ta-tion
1	2	3	4	5	6	7	
		<p><i>all causal factors (the “what” 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>in determining root cause of incident; overall improved safety</p>	<p>APIRG/23</p> <p>APIRG/23</p>		
<b>Conclusion 1/04:</b>	<b>RVSM Airspace Monitoring</b>	<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><b>On-Going:</b> States provide monthly RVSM data to ARMA</p> <p>States encouraged to implement</p>

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1	2	3	4	5	6	7	
							SLOP
<b>RASG-AFI/5 CONCLUSIONS AND DECISIONS</b>							
<b>APRIG/22 CONCLUSIONS AND DECISIONS</b>							
<b>Conclusion 22/01:</b>	<b>Effective implementation of AFI Regional ANS projects</b>	<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</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><b>On-Going:</b> States nominate personnel into the project teams</p>

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		<i>projects such as but not limited to the African Flight Planning Procedures Programme (AFPP) and ANSP Peer review mechanism.</i>	States/ AFPP				
<b>Conclusion 22/02:</b>	<b>Regular and timely reporting on the status of implementation of APIRG Conclusions and Decisions</b>	<i>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);</i>	States  CAAs	Effective reporting and improved flow of information and data	APIRG/23	Secretariat	<b>On-Going:</b> States Letters sent to States by the Secretariat to request their inputs



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Decision 22/03:	Revised AFI SSR Code Management Plan (CMP)	<p><i>That:</i></p> <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	<p>Completed</p> <p>On-Going; PfA initiated</p>

Appendix 2  
AAO/SG3 Report

Conclusions/ Decisions No.	Title of Conclusion/ Decision	Text of Conclusion/Decision	Responsibility	Deliverable	Report/ Completion date	Follow up Action by	Comment on Status of implementa tion
1	2	3	4	5	6	7	
<b>Conclusion 22/04:</b>	<b>SSR Code Occupancy Time</b>	<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>	<b>CAAs</b>	Implementation of the revised SSR CMP	8 Nov 2020  APIRG/23	ASCAA R project Team and Secretar iat	<b>On-Going;</b> workshop held on 27 – 31 January 2020, SSR codes allocation revised and Doc 7474 Extract amended

Appendix 2  
AAO/SG3 Report

Conclusions/ Decisions No.	Title of Conclusion/ Decision	Text of Conclusion/Decision	Responsibility	Deliverable	Report/ Completion date	Follow up Action by	Comment on Status of implemen- tation
1	2	3	4	5	6	7	
			Secretariat	Revised CMP and AFI ANP Doc 7474	APIRG/2 3	Secretar iat	
<b>Conclusion 22/05:</b>	<b>Collection of data on traffic volumes and patterns in the AFI Region and the interface with other ICAO Regions</b>	<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	<b>Pending;</b> requires input from the APIRG TFG
<b>Decision 22/06:</b>	<b>Workshops to Facilitate Implementation of the Revised SSR Code Management Plan</b>	<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</i>	Secretariat	Technical competency within the states	31 March 2020	Secretar iat	<b>Completed</b>  Workshop held on 27-31 January 2020

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1	2	3	4	5	6	7	
		<i>ATS Units.</i>					
<b>Conclusion 22/07:</b>	<b>Improvement and funding of States PBN Implementation Plans</b>	<p><i>That:</i>  <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>	<b>States</b>	Implementation of PBN National Plans	APIRG/23	AFPP	<b>On-Going:</b> the PBN programme is coordinated through the AFPP
<b>Conclusion 22/08:</b>	<b>Implementation of PBN with CCO and CDO</b>	<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</i></p>	<b>States and AFPP</b>	<p>Effective implementation of CCO/CDO; with overall result :</p> <p>75% of Instrument Runways to have PBN procedures by</p>	APIRG/23	AFPP	<p><b>On-Going</b></p> <p>PBN airspace Design course focus on CCO/CDO conducted on 9-13 December 2019</p> <p><b>Completed</b></p>

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1	2	3	4	5	6	7	
		<i>requisite knowledge and assistance to facilitate PBN - CCO/CDO implementation in the AFI Region.</i>	Secretariat	end of 2020;  -100% of Instrument Runways to have PBN Procedures by end of 2025.	APIRG/2 3	Secretar iat	Workshop to provide awareness on CCO/CDO held on 16-20 December 2019
<b>Conclusion 22/09:</b>	<b>Follow-up on the AFI Plan SAR Projects for AFI States</b>	<i>That:</i> <i>a) AFI States:</i> <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> <i>ii. 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> <i>iii. Use Regional Economic Communities (RECs)</i>	States		APIRG/2 3	Secretar iat	<b>On-Going:</b> Projects actioned under the AFI PLAN and the AFI ROST missions.

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1	2	3	4	5	6	7	
		<p><i>frameworks to pursue signing of outstanding SAR agreements where high level intervention is required;</i></p> <p><i>b) Having adequate SAR expertise and resources to assist other States, upon request, in improving their SAR organisation and capabilities; and</i></p> <p><i>c) 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>	

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1	2	3	4	5	6	7	
<b>Conclusion 22/10:</b>	<b>Relocation of the Mogadishu FIC from Nairobi to Mogadishu, ATS Organizational Changes and Airspace Operational Improvements</b>	<p><i>That:</i></p> <p>a) <i>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;</i></p> <p>b) <i>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>c) <i>ICAO is requested to continue providing guidance and assistance to Somalia and the FISS, as necessary;</i></p> <p>d) <i>Somalia/FISS should continue to inform airspace</i></p>	<p>Somalia</p> <p>Somalia</p> <p>ICAO</p>	<p>Implementation of Class A airspace in the Mogadishu FIR</p> <p>Increased RVSM airspace safety against agreed TLS.</p>	<p>APIRG//23</p> <p>APIRG/23</p>	<p>APIRG Secretariat</p>	<p><b>On-Going:</b> Relocation took place, the upgrading of the airspace ongoing through the ICAO TCB project.</p>

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1	2	3	4	5	6	7	
		<p><i>users of the transition and availability of associated 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>		<p>APIRG/2 3</p>	<p>IATA and ICAO</p>	
<b>Conclusion 22/12:</b>	<b>Establishment of the AFI Performance-Based Communication and Surveillance (PBCS) Monitoring</b>	<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</i></p>	<p>ARMA</p> <p>ICAO</p>	<p>Implementation of the AFI PBCS monitoring</p>	<p>APIRG/2 3</p>	<p>Secretariat</p>	<p><b>Pending</b></p> <p>Formal letter to be provided to</p>

Appendix 2  
AAO/SG3 Report

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1	2	3	4	5	6	7	
		<p><i>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;</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</i></p>	<p>ICAO/ RSA</p>		<p>APIRG/2 3</p>		<p>ARMA to take up the monitoring responsibility.</p> <p>Reversion of the ARMA ToRs</p>

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1	2	3	4	5	6	7	
		<p><i>be reviewed and updated as 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>				
<b>Decision 22/13:</b>	<b>Adoption of RCP 240 and RSP 180 for PBCS</b>	<p><i>That,</i></p> <p>a) <i>AFI States start pre-implementation as RCP/RSP</i></p>	States				

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1	2	3	4	5	6	7	
	<b>operations in AFI Region</b>	<p><i>specifications have been de- fined to establish PBCS policies for ANSP, Operators and Airworthiness. Pub-lish 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>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/2 3</p>	<p>Secretar iat/ States/ ARMA/ IATA</p>	<p><b>Pending</b></p>



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		<p>b) <i>the Regional Contingency Routes for level 2 and level 3 contingencies are adopted;</i></p> <p>c) <i>the AFI Regional ATM Contingency Plan in Appendix 4J is adopted; and</i></p> <p>d) <i>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	<b>Completed:</b> 3 CCT have been activated since establishment in August 2019
<b>Conclusion 22/15:</b>	<b>Implementation of eleventh TAG meeting report</b>	<p><i>That:</i></p> <p>a) <i>States update the contact details of RVSM National Programme Managers or Focal Points by 31 December 2019;</i></p> <p>b) <i>ICAO and ARMA jointly conduct seminars for State agencies and RVSM NPM/Focal Points in 2019 to inform and/or update them on</i></p>	States/  ICAO/ ARMA	Improved safety in the AFI RVSM airspace  Technical competency		Secretariat	<b>On-going:</b> Follow-up on TAG recommendations done through SL from the ROs.

Appendix 2  
AAO/SG3 Report

Conclusions/ Decisions No.	Title of Conclusion/ Decision	Text of Conclusion/Decision	Responsibility	Deliverable	Report/ Completion date	Follow up Action by	Comment on Status of implementa tion
1	2	3	4	5	6	7	
		<p><i>RVSM requirements and post 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,</i></p>	<p>ICAO ROs</p> <p>ANSPs</p>	<p>within the States</p> <p>Reduction in coordination failures/improved TLS and reduction in CRA level</p> <p>Reduction in coordination failures/improved TLS and</p>	<p>APIRG/23</p> <p>30 June 2020</p>	<p>Secretariat</p> <p>ARMA</p>	<p><b>Pending</b></p> <p><b>On-Going</b></p> <p>One coordination meeting held on 8<sup>th</sup> July 2020 with SCAA</p> <p>2<sup>nd</sup> CM planned for 6<sup>th</sup> August 2020 with MID region for Red Sea states</p> <p><b>On-Going</b></p>

Appendix 2  
AAO/SG3 Report

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1	2	3	4	5	6	7	
		<p><i>Asmara and Djibouti should be 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>reduction in CRA level</p> <p>Reduced CRA level</p>	<p>APIRG/2 3</p>	<p>ICAO ROs</p> <p>ARMA</p>	<p>3<sup>rd</sup> CM for Vic. Falls States planned to take place by end of Sept 2020</p> <p><b>On-Going</b></p>
<b>Conclusion 22/16:</b>	<b>Implementation of the aerodrome operations project</b>	<p><i>That:</i></p> <p>a) <i>Experts to be members of the Project Teams have been identified as per the</i></p>	a). States	Project document	APIRG/23	Project team members	Project teams re-organized during

Appendix 2  
AAO/SG3 Report

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		<p><i>AAO SG/2 report;</i></p> <p><i>b) 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><i>c) Project Teams should report on the progress made in the implementation of the projects to the AAO-SG; and</i></p> <p><i>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.</i></p>	<p>b). State Project team members</p> <p>c). Project team members</p> <p>d). ICAO Regional Office</p>				<p>AAO/SG 3 from 9 to 4 to fast rack and enhance the development of project documents and implementation strategies.</p> <p>Follow up State letter send to States</p>
<b>Conclusion 22/17:</b>	<b>Participation of States and Organizations to</b>	<i>That: To support the implementation of projects, States, IATA, Aerodromes</i>	States	Nominated States and CVs for experts	-	Secretariat	Some experts nominated

Appendix 2  
AAO/SG3 Report

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	<b>the AAO sub-group and Project Teams activities</b>	<i>Operators and ACI are requested to provide more Experts by sending letters of nomination with the CVs to ICAO Regional Offices. In Addition, Aerodrome Operators and ACI should participate and effectively support the AAO/SG and APIRG activities including meetings.</i>					from States 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.
<b>Conclusion 22/18:</b>	<b>Certification of international aerodromes</b>	<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</i></p>	a). States	Certified International Airports	Dec.2020	States	<p>Approximately 30% of aerodromes certified.</p> <p>Other aerodromes under certification</p>



Appendix 2  
AAO/SG3 Report

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		<i>request for the assistance of the RASG-AFI Go-Team for the establishment of effective LRST at their aerodromes.</i>	c). ICAO Regional Offices				Seychelles.  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.
<b>Conclusion 22/20:</b>	<b>Amendment to the AFI Air Navigation Plan (eANP, Doc 7474)</b>	<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</i>	a). APIRG  b). States	Amended ANP	APIRG/2 3	States	Requests submitted by some States for necessary action.  PFAs process

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		<p><i>the AFI ANP as at Appendix 4F to this report, once circulated for comments;</i></p> <p><i>c) 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><i>d) 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>				completed or ongoing
<b>Conclusion 22/21:</b>	<b>Harmonization of the information published by States related to aerodromes</b>	<p><i>That:</i></p> <p><i>States should harmonize information published in the AFI eANP, their USOAP SAAQ and their AIPs.</i></p>	States	Harmonized data	Ongoing	States	Some States have harmonised data
<b>Conclusion 22/22:</b>	<b>Effective and efficient participation of Administrations in the IIM Projects</b>	<p><i>That:</i></p> <p><i>Administrations/Organizations members of the APIRG IIM subgroup, assess prior to their commitment, their</i></p>					



Appendix 2  
AAO/SG3 Report

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1	2	3	4	5	6	7	
		<p>ASBU.</p> <p>b) ICAO provides more Training workshops to improve the understanding on ASBU and the new modules for Block 1.</p>					October 2020
<b>Conclusion 22/32:</b>	<b>Operationalisation of the AFI Air Navigation Deficiency Database</b>	<p><i>That:</i></p> <p>a) ICAO to expedite the development of a harmonised methodology to be used by all regions on the reporting of deficiencies;</p> <p>b) That the Database be improved to enable States upload evidence for the closure of deficiencies;</p> <p>c) States to appoint Focal points</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</p>	<p>APIRG/23</p>	<p>ICAO ROs</p>	<p><b>On-Going</b></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>

Appendix 2  
AAO/SG3 Report

Conclusions/ Decisions No.	Title of Conclusion/ Decision	Text of Conclusion/Decision	Responsibility	Deliverable	Report/ Completion date	Follow up Action by	Comment on Status of implemen- tation
1	2	3	4	5	6	7	
		d) <i>to be trained by ICAO; and ICAO ESAF and WACAF Regional Offices hold workshops to train Focal Points on how to interact with the database.</i>		competency at state level		ICAO ROs	Workshop for Focal Points pending.
<b>Conclusion 22/33:</b>	<b>Implementation of AFI Plan 2019 Aviation Infrastructure for Africa Gap Analysis Recommendations</b>	<p><i>That:</i></p> <p>a) <i>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>b) <i>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>c) <i>RECs and States</i></p>	<p>APIRG Secretariat</p> <p>States and RECs</p>	<p>Gap Analysis Report</p> <p>AFI Aviation</p>	<p>APIRG/23</p>	<p>AFI Plan</p>	<p><b>Pending</b></p> <p>Contributions towards the development of the plan expected from States.</p>

Conclusions/ Decisions No.	Title of Conclusion/ Decision	Text of Conclusion/Decision	Responsibility	Deliverable	Report/ Completion date	Follow up Action by	Comment on Status of implemen- ta- tion
1	2	3	4	5	6	7	
		<p><i>should determine the funding required to bridge the long term infrastructure gaps and identify appropriate financing mechanisms at State and / or regional level; and</i></p> <p><i>d) 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>Master Plan</p> <p>AFI Regional Implementation Plan</p>			
<b>Conclusion 22/34:</b>	<b>Organization of a Round Table for APIRG Projects Funding</b>	<p><i>That;</i></p> <p><i>In order to ensure sustainable funding for effective implementation of APIRG Projects in accordance with regional</i></p>				APIRG/ Secretar	<b>Pending</b>

Conclusions/ Decisions No.	Title of Conclusion/ Decision	Text of Conclusion/Decision	Responsibility	Deliverable	Report/ Completion date	Follow up Action by	Comment on Status of implemen- tation
1	2	3	4	5	6	7	
		<p><i>programmes:</i></p> <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	Adequate Funding for APIRG Projects	APIRG/23	Secretariat	

Conclusions/ Decisions No.	Title of Conclusion/ Decision	Text of Conclusion/Decision	Responsibility	Deliverable	Report/ Completion date	Follow up Action by	Comment on Status of implemen- tation
1	2	3	4	5	6	7	
<b>Conclusion 22/35:</b>	<b>Seamless Air Traffic Management</b>	<p><i>That, in order to improve the seamless flow of air traffic in the AFI Region:</i></p> <p>a) <i>the development of an AFI ATM regional Vision Document, Concept of Operations and Master ATM Plan with enabling Infrastructure Strategy for Africa, is endorsed;</i></p> <p>b) <i>the ATM Infrastructure Strategy should be developed in collaboration with aviation stakeholders;</i></p> <p>c) <i>the ICAO Regional Offices consider the hosting of an AFI Air Navigation Summit on seamless ATM system for the AFI Region in 2020;</i></p> <p>d) <i>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;</i></p>	<p>States</p> <p>ICAO ROs</p>	<p>AFI ATM CONOPS and Master Plan</p> <p>Improved understanding of Seamless ATM system</p> <p>AU approval of</p>	<p>APIRG/23</p>	<p>Secretariat</p> <p>ICAO ROs</p>	<p><b>On- Going</b></p> <p><b>Pending</b> – Identification of Regional Experts</p> <p><b>Pending</b></p> <p><b>Pending</b> Experts to be identified</p> <p>An AFI ATM</p>

Appendix 2  
AAO/SG3 Report

Conclusions/ Decisions No.	Title of Conclusion/ Decision	Text of Conclusion/Decision	Responsibility	Deliverable	Report/ Completion date	Follow up Action by	Comment on Status of implemen- tation
1	2	3	4	5	6	7	
		<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>

Appendix 2  
AAO/SG3 Report

Conclusions/ Decisions No.	Title of Conclusion/ Decision	Text of Conclusion/Decision	Responsibility	Deliverable	Report/ Completion date	Follow up Action by	Comment on Status of implemen- ta- tion
1	2	3	4	5	6	7	
<b>Conclusion 22/36:</b>	<b>Free Routing Airspace</b>	<p><i>That, in order to foster the concept of free routing in the AFI continental airspace in preparation for the ASBU B1 module,</i></p> <p>a) <i>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></p>	States	Implementation of FRO in the AFI airspace	APIRG/2	Secretariat	<p><b>On- Going</b></p> <p>Route Lab held on 16-20 Dec 2019 – 30 new routes developed; States implemented DRO WEF 16 July 2020</p>

Appendix 2  
AAO/SG3 Report

Conclusions/ Decisions No.	Title of Conclusion/ Decision	Text of Conclusion/Decision	Responsibility	Deliverable	Report/ Completion date	Follow up Action by	Comment on Status of implemen- tation
1	2	3	4	5	6	7	
		<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>
<b>Conclusion 22/37:</b>	<b>Operations of Unmanned Aircraft Systems (UAS)</b>	<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><b>On-Going</b></p> <p>States to develop UAS National Regulations</p>

Conclusions/ Decisions No.	Title of Conclusion/ Decision	Text of Conclusion/Decision	Responsibility	Deliverable	Report/ Completion date	Follow up Action by	Comment on Status of implementa tion
1	2	3	4	5	6	7	
<b>Conclusion 22/38:</b>	<b>ANSP Peer review mechanism</b>	<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><b>On- Going:</b></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>

Conclusions/ Decisions No.	Title of Conclusion/ Decision	Text of Conclusion/Decision	Responsibility	Deliverable	Report/ Completion date	Follow up Action by	Comment on Status of implementa tion
1	2	3	4	5	6	7	
<b>Conclusion 22/39:</b>	<b>SBAS for Africa - Indian Ocean Initiative</b>	<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>					
<b>Conclusion 22/40:</b>	<b>Mandate for ADS- B Transponder Extended Squitter 1090 equipage in the AFI Region</b>	<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		<b>Pending</b>

Conclusions/ Decisions No.	Title of Conclusion/ Decision	Text of Conclusion/Decision	Responsibility	Deliverable	Report/ Completion date	Follow up Action by	Comment on Status of implemen- tation
1	2	3	4	5	6	7	
		<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	
<b>Conclusion22/41:</b>	<b>Implementation of the Runway surface conditions Global Reporting Format (GRF)</b>	<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

Appendix 2  
AAO/SG3 Report

Conclusions/ Decisions No.	Title of Conclusion/ Decision	Text of Conclusion/Decision	Responsibility	Deliverable	Report/ Completion date	Follow up Action by	Comment on Status of implemen- ta- tion
1	2	3	4	5	6	7	
		<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>



Conclusions/ Decisions No.	Title of Conclusion/ Decision	Text of Conclusion/Decision	Responsibility	Deliverable	Report/ Completion date	Follow up Action by	Comment on Status of implemen- tation
1	2	3	4	5	6	7	
		c) <i>SAT States, through the ICAO Regional Offices concerned, to participate as ob-servers the NAT SOG/21 meeting in Madrid, Spain.</i>					
<b>Decision 22/44:</b>	<b>Focal points for coordination between SAT and NAT</b>	<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	<b>On- Going:</b> States are in the process of providing the nominations
<b>Conclusion 22/45:</b>	<b>PBCS Monitoring by RMAs</b>	<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	<b>Pending</b> ICAO State Letter to ARMA pending
<b>Conclusion 22/46:</b>	<b>Formalization of the SAT Group</b>	<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	<b>On- Going:</b> Process to formalise the Group passed

Appendix 2  
AAO/SG3 Report

Conclusions/ Decisions No.	Title of Conclusion/ Decision	Text of Conclusion/Decision	Responsibility	Deliverable	Report/ Completion date	Follow up Action by	Comment on Status of implemen- ta- tion
1	2	3	4	5	6	7	
		<i>to further improve coordination with the NAT, harmonize operations and provide a platform for discussions, by 31 October 2019.</i>					through APIRG/22
<b>Decision 22/47:</b>	<b>Formalization of the SAT Group</b>	<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	

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