

CONCLUSIONS AND DECISIONS OF APIRG/21 MEETING WITH LINKAGE TO APIRG IIM SG

Implementation of Conclusions and Decisions of APIRG/21 Meeting with linkage with IIM					
Conc./Dec. No.	Title of Conc./Dec.	Text of Conclusion/Decision	IIM		
			AIM	CNS	MET
Conclusion 21/01	Coordinated approach to air navigation planning and implementation	<p>That in order to facilitate harmonization and efficiency in the implementation of SARPs, global and regional requirements that effectively support national and regional development:</p> <p>a) the AFI Region should adopt a coordinated performance-based approach to air navigation planning and implementation based on Regional priorities; and</p> <p>b) based on the Regional ANP, AFI States develop national air navigation plans linked to national development plans, highlighting the importance of aviation as an enabler to address national socio-economic issues and ensure the availability of sufficient deployment resources.</p>	X	X	X
Conclusion 21/02	Increasing the effectiveness of APIRG	<p>That in order to act as an effective catalyst and support to Regional Implementation:</p> <p>APIRG should:</p> <p>a) play a crucial role in coordinating the implementation of the performance based Regional Air Navigation plan; and</p> <p>b) function as the platform for providing feedback on regional level as well as global level in regard to suitability of provisions and implementation issues.</p>	X	X	X
Conclusion 21/03:	Establishment of regional Air Navigation supporting Teams (RANST)	<p>That in order to support AFI States in their efforts to implement air navigation operational improvements, the relevant ICAO Regional Offices (ESAF and WACAF):</p> <p>a) endeavour to include all areas of ANS as part of ROST missions or consider establishment of Regional Air Navigation Supporting Teams (RANST) where applicable to support States in a harmonized Performance based approach, aligned with the Global Air Navigation Plan as well as with the AFI Regional Air Navigation Plan;</p>	X	X	X

		<p>b) include in their work programmes assistance missions to State aimed to support States in implementing regional and national Air Navigation Plans requirements in a consistent / harmonized manner; and</p> <p>c) promote the development and inclusion of national air navigation plans into their national development plans (NDPs) at the ministerial or higher levels.</p>			
Conclusion 21/04:	Approval of Vol II of the AFI eANP	<p>That in order to expedite completion and approval of the AFI eANP:</p> <p>a) the Secretariat should coordinate with States as soon as possible, for comments where necessary on the revised Volume II and Vol III; and</p> <p>b) the APCC approve AFI eANP Volumes II and III by December 2017 on behalf of APIRG, provided the comments to be received from States have no significant impact on the eANP content.</p>	X	X	X
Conclusion 21/06:	Membership of APIRG subsidiary bodies	<p>That in order to facilitate States' nomination and organizations' of members to the APIRG Sub-Groups and avail the Sub-Groups with required expertise:</p> <p>a) The APIRG Procedural Handbook provisions relating to membership to the Sub-Groups be revised and sufficient detail included to ensure that all fields of air navigation applicable to the respective Sub-Group are covered; and</p> <p>b) States and organizations that have been identified to provide core expertise to the Sub-Groups and Project Teams, and have not already so, nominate as</p> <p>c) matter of priority and in accordance with the APIRG Procedural Handbook, appropriately qualified officials to the APIRG Sub-Groups and Project Teams as applicable.</p>	X	X	X
Conclusion 21/08:	Seamlessness of Air Traffic Management in Africa	<p>That in order to facilitate the synergetic implementation of an AFI Seamless Sky:</p> <p>a) All the Regional Economic Communities (e.g. EAC, ECCAS, ECOWAS, COMESA, SADC) and ANSPs serving multiple States (e.g. Roberts FIR, and ASECNA), are invited to develop a clear and agreed roadmap, in consultation with users, for the implementation of seamless, harmonized, interoperable Air Traffic Management systems and procedures with clear benefits to the aviation stakeholders;</p>	x	X	

		<p>b) Sub-regional economic bodies be requested to establish mechanisms that will facilitate timely, coordinated and efficient implementation of future technologies and procedures, while taking advantage of existing ones in order to achieve a coordinated implementation of Seamlessness of Air Traffic Management in the Region; and AFCAC is requested to facilitate and provide support where political sensitization is necessary.</p>			
<p>Conclusion 21/09</p>	<p>PBCS Planning Implementation and Monitoring</p>	<p>That in order to enable uninterrupted operation of aircraft flying in areas where PBCS mandates have been established, and to facilitate timely and harmonized regional implementation of PBCS in the AFI Region:</p> <p>a) AFI States with operators operating into areas where PBCS approval is required should prioritize establishment of necessary capacity to carry out the operational approvals and effective oversight of their operators;</p> <p>b) APIRG Should develop further guidance and criteria to facilitate for consideration by States with respect to PBCS implementation in the AFI Region;</p> <p>c) States should develop PBCS implementation plans as part of the National Aviation Plans; and</p> <p>d) Establishment of PBCS Regional Monitoring should be based on detailed analysis of the status and maturity of implementation as well as the expected benefits.</p>		<p>X</p>	

<p>Conclusion 21/15</p>	<p>Inputs to the 3RD ICAO World Aviation Forum (IWAF/3) and AU'S Programme for Infrastructure Development in Africa</p>	<p>That, in order to facilitate the financing and support the implementation of APIRG projects:</p> <p>a) The Secretariat is tasked to coordinate APIRG inputs to be submitted to the 3rd ICAO World Aviation Forum (IWAF/3) to be held in Nigeria, Abuja, 20-22 November 2017, in order to assist in the following:</p> <p>(i) Determination of the aviation infrastructure needs of African States, through appropriate gap-analyses, taking in to consideration requirements of the ICAO Global Plans, Regional Plans and existing and future capacity requirements; and</p> <p>(ii) Preparation and incorporation of an aviation infrastructure development plan for Africa in the Work Plan of the AU's Programme for Infrastructure Development in Africa (PIDA) and coordinate its implementation.</p> <p>b) APIRG is to be updated and its subsidiary bodies involved in the work related to the above tasks.</p>		<p>X</p>	
<p>Conclusion 21/17</p>	<p>Development of national Air navigation ASBU Plans</p>	<p>That, States that have not yet done so develop their national ASBU plans (as a component of their national Air Navigation Plan) based on APIRG's categorization and prioritization of ASBU Modules, by not later than 30 June 2018.</p>	<p>X</p>	<p>X</p>	<p>X</p>

Conclusion 21/18	Survey on ASBU implementation status	<p>That:</p> <p>a) The Secretariat should carry out a more comprehensive survey before 31 December 2017 in order to establish the extent of ASBU Block 0 Modules implementation in the AFI Region; and</p> <p>b) States/Organizations cooperate and actively participate in surveys conducted by the Secretariat or relevant stakeholders to assist the AFI Region in the monitoring of, and reporting on ASBU implementation.</p>	X	X	X
Conclusion 21/19	Inclusion of ASBU Tracker review and analysis in FIR coordination meetings	<p>That:</p> <p>a) All ANSPs should include in their FIR coordination meetings, the ASBU tracker review and analysis to ensure that the implementation of the ASBU modules in FIRs boundaries are done in a proper manner to facilitate interoperability of the systems;</p> <p>b) For that purpose, each state and each ANSP designate a focal point for ASBU trackers</p>	X	X	X
Conclusion 21/25	Update of the list of air navigation deficiencies	<p>That States:</p> <p>a) Continue to provide to the ICAO Regional Offices updated information on the status of implementation of the Regional Air Navigation Plan (ANP) elements.</p> <p>b) endeavour to report Air navigation deficiencies specifically deficiencies related to RVSM operation</p>	X	X	X
Conclusion 21/30	Assistance and guidance on the safe integration of RPAS into non segregated airspace	<p>That in order to facilitate harmonized introduction of Remotely Piloted Aircraft Systems (RPAS) into the AFI airspaces, and to address airspace safety risks associated with RPAS operations:</p> <p>a) ICAO should provide, as a matter of priority, assistance and guidance to States in their integration of RPAS in non-segregated portions of airspace in FIRs for which they are responsible for the provision of air traffic services (ATS); and</p> <p>b) the work programmes of the APIRG auxiliary bodies be revised as appropriate to include matters related to the safe integration of RPAS operation in non-segregated airspace.</p>		X	

<p>Conclusion 21/31</p>	<p>Establishment of National Coordination Mechanisms for the introduction of Unmanned Aircraft Systems (UAS)</p>	<p>That in order to support States’ efforts on the safe integration and address the challenges of the rapidly growing volume of unmanned aircraft system operations in the AFI Region, in particular the harmonized introduction of UAS into the AFI airspaces and mitigation of: airspace safety risks:</p> <p>a) As a matter of priority, States in collaboration with all concerned Stakeholders establish a national multidisciplinary Team tasked to develop, implement and monitor a national plan and a set of regulations based on the based on ICAO guidance and best practice for the progressive accommodation and integration of RPAS into non-segregated airspace;</p> <p>b) International organizations including AFCAC and Sub-regional economic bodies, be requested to provide support as necessary; and</p> <p>c) States strengthen Civil-Military cooperation to ensure effective monitoring and avoid duplication of procedures for RPAS operations</p>		<p>X</p>	
<p>Conclusion 21/38</p>	<p>Annual APIRG Air Navigation Report</p>	<p>That;</p> <p>a) Annual APIRG Air Navigation Reporting Team (AANRT) undertake its activities to produce the first report by the end of 2017; and</p> <p>b) States provide comments on the contents of the first Annual APIRG Air Navigation Report within 14 days effective from 11 October 2017</p>	<p>X</p>	<p>X</p>	<p>X</p>