



**COMMISSION AFRICAINE DE L'AVIATION CIVILE**  
**30<sup>e</sup> PLENIERE DE LA CAFAC**  
(LIVINGSTONE (ZAMBIE) 4 – 5 DECEMBRE 2018)

**Point 6: Contributions aux activités pour la période triennale 2019-2021**

**Séance 2 : La Sécurité Aérienne et la Navigation Aérienne**

**Thème : Progrès, défis et voie à suivre pour la mise en œuvre des décisions d'APIRG, de RASG/AFI et de la DGAC**

**ÉTAT D'AVANCEMENT DE LA MISE EN ŒUVRE DES CONCLUSIONS ET DÉCISIONS DE L'APIRG/21**

(Présenté par le président d'APIRG)

**SOMMAIRE EXÉCUTIF**

Le présent document présente les mesures prises par les États et les organisations régionales pour donner suite aux conclusions et décisions d'APIRG/21, telles que mises à jour par les sous-groupes de l'AAO et de l'IIM.

**Action :** La Plénière est invitée à :

- a) notez les informations fournies dans ce document de travail ;
- b) exhorte les États membres à fournir régulièrement au Secrétariat de l'OACI les informations requises sur l'état d'avancement de la mise en œuvre des présentes conclusions et décisions, afin d'évaluer les progrès réalisés dans le renforcement du système de navigation aérienne et l'établissement des rapports requis par l'APIRG.

**Références :**

- Rapport de la réunion APIRG/21
- Rapport de la réunion de l'AAO SG/2 de
- Rapport de la réunion de l'IIM SG/2

**1. INTRODUCTION**

- 1.1 La vingt-et-unième réunion du Groupe régional de planification et de mise en œuvre pour l'Afrique et l'océan Indien (APIRG/21) s'est tenue à Nairobi (Kenya), du 9 au 11 octobre 2017. Dans le cadre de la nouvelle structure d'APIRG, les sous-groupes ont examiné les décisions et conclusions d'APIRG/21 lors des réunions précédentes pour mettre à jour la mise en œuvre. La deuxième réunion du Sous-Groupe d'exploitation de l'espace aérien et de l'aérodrome d'APIRG (AAO SG/2) s'est tenue à Nairobi (Kenya) du 21 au 25 mai 2018, tandis que la deuxième réunion du Sous-Groupe de gestion de l'information et des infrastructures (IIM SG/2) a eu lieu à Dakar, Sénégal du 9 au 11 juillet 2018. Les deux sous-groupes ont reçu des informations de certains États de l'AFI et d'organisations régionales.

**2. DISCUSSION**

- 2.1 APIRG/21 a adopté 28 Conclusions et 10 Décisions. Des progrès ont été réalisés dans la mise en œuvre des diverses Conclusions et Décisions au niveau régional, telles que revues par les sous-

groupes de l'AAO et de l'IIM tenues respectivement en mai et juillet 2018. Au cours de l'examen, et lorsque des informations ont été mises à disposition, les contraintes liées à leur mise en œuvre ont été identifiées et indiquées.

2.2 Les deux sous-groupes ont également été chargés des tâches suivantes :

- a) identifier les conclusions et décisions qui restent valables ainsi que les mesures nécessaires pour faciliter davantage leur mise en œuvre, y compris celles qui ne sont plus applicables (actions achevées, couvertes par d'autres, dépassées par des événements ou redondantes) ;
- b) examiner la formulation utilisée dans les conclusions et décisions qui demeurent valides ou pertinentes, et prendre des mesures pour aligner leur formulation sur les lignes directrices fournies par la Commission de la navigation aérienne; et
- c) prendre d'autres mesures si nécessaire pour permettre une mise en œuvre accélérée et continue au niveau de l'État.

2.3 Il est important de noter que les conclusions et décisions d'APIRG s'adressent aux États, à l'OACI et/ou aux organisations internationales. Pour que l'APIRG puisse rapporter de manière efficace et en temps voulu, les sous-groupes ont identifié la nécessité pour les États d'améliorer le niveau d'information fourni aux bureaux régionaux de ESAF et de WACAF concernant l'état de leur mise en œuvre.

### **3. RÉSUMÉ DES DÉFIS POSÉS PAR LA MISE EN ŒUVRE DES CONCLUSIONS ET DÉCISIONS DE L'APIRG**

- a) Insuffisance ou manque de ressources financières et engagement de haut niveau en faveur de l'aviation ;
- b) Manque d'expertise au sein des AAC et des ANSP des États pour mettre en œuvre, assurer le suivi ou fournir des informations en retour sur les activités du GRIPA, y compris les recommandations, les décisions et la mise en œuvre des projets.
- c) Inefficacité des mécanismes et de la participation pour coordonner et appuyer la mise en œuvre des conclusions, décisions et projets d'APIRG.
- d) Faible surveillance efficace de la sécurité dans certains États au niveau des organismes de réglementation
- e) Les rapports sur les recommandations, les décisions et la mise en œuvre des projets d'APIRG sont médiocres.

### **4. RECOMMANDATIONS ET MESURES VISANT À AMÉLIORER LA MISE EN ŒUVRE DES CONCLUSIONS ET DÉCISIONS DE L'APIRG**

4.1

- a) les États Membres à mettre en place des mécanismes internes efficaces au sein de leurs organisations de l'aviation civile pour faciliter la collecte d'informations sur l'état de la mise en œuvre des conclusions et décisions d'APIRG dans tous les domaines applicables ;
- b) Fournir régulièrement au Secrétariat de l'OACI par toutes les parties concernées les

informations requises sur l'état d'avancement de la mise en œuvre des conclusions et décisions, afin d'évaluer les progrès réalisés dans le renforcement du système de navigation aérienne et de permettre à l'OACI de faire le rapport à APIRG ;

- c) Engager les ressources et l'infrastructure nécessaires à la mise en œuvre des décisions et des conclusions d'APIRG;
- d) Participation effective des États et de l'industrie aux projets d'APIRG, y compris ceux liés aux décisions et conclusions du d'APIRG ;
- e) Signalement en temps opportun des incidents et des lacunes et utilisation de la base de données sur les anomalies de la navigation aérienne de l'AFI (AANDD) ;
- f) Renforcer l'efficacité et l'efficience du Programme des procédures de planification des vols en Afrique (AFPP) et du mécanisme d'examen par les pairs des ANSP.

## **5. CONCLUSION**

- 5.1 Si certains États ont progressé dans la mise en place de mécanismes et de mesures pour donner suite aux conclusions et décisions, les États continuent de manquer d'informations concernant leur situation actuelle. Les objectifs et les buts d'APIRG dans la mise en œuvre du Plan mondial de navigation aérienne (GANP) ne peuvent être atteints que si tous les États, les ANSP et les parties prenantes de l'industrie se conforment pleinement aux exigences en matière de rapports et de collaboration efficace entre les interfaces. Il est donc essentiel que les renseignements pertinents soient fournis au secrétariat ou aux bureaux régionaux d'APIRG afin de permettre la mise à jour de l'état d'avancement avant la réunion d'APIRG /22, provisoirement prévue en avril 2019.



## ATTACHMENTS

### FOLLOW-UP ON APIRG/21 CONCLUSIONS AND DECISIONS

Conclusions/ Decisions No.	Title of Conclusion/ Decision	Text of Conclusion/Decision	Responsibilit y	Deliverable	Report/ Completion date	Follow up Action by	Comment on Status of implementation
1	2	3	4	5	6	7	
<b>CONCLUSION 21/01:</b>	<b>COORDINATED APPROACH TO AIR NAVIGATION PLANNING AND IMPLEMENTATION</b>	<p>That, in order to facilitate harmonization and efficiency in the implementation 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</p>	<p>APIRG /  States</p>	National Air Navigation Plans	31 December 2017	Chairpersons of APIRG AAO/ SG APIRG IIM/SG & Secretariat	Copies of consolidated national air navigation plans are yet to be received from States

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		national socio-economic issues and ensure the availability of sufficient deployment resources.					
<b>CONCLUSION 21/02:</b>	<b>INCREASING THE EFFECTIVENESS OF APIRG</b>	<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>c) function as the platform for providing feedback on regional level as well as global level in regard to suitability of provisions and implementation.</p>	APIRG /  States	Regional Air Navigation Plans implemented	APIRG/22	Chairpersons of APIRG AAO/ SG APIRG IIM/SG & Secretariat	Ongoing activity.
<b>CONCLUSION 21/03:</b>	<b>ESTABLISHMENT OF REGIONAL AIR NAVIGATION SUPPORTING TEAMS (RANST)</b>	That, in order to support AFI States in their efforts to implement air navigation operational improvements, the relevant ICAO Regional Offices (ESAF and WACAF):	APIRG /  States	Establishment of RANST  Programme of assistance missions to States	APIRG/22	APIRG Secretariat, in close consultation with ICAO Regional Directors	Activities of RANST (especially ATM) are being implemented as part of the ROST missions at Regional office level.

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		<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> <p>b) include in their work programmes assistance missions to States aimed to support States in implementing regional and national Air Navigation Plans requirements in a consistent / harmonized manner; and</p> <p>d) promote the development and inclusion of national air navigation plans into their national development plans</p>					

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		(NDPs) at the ministerial or higher levels.					
<b>DECISION 21/04</b>	<b>APPROVAL OF VOL II AND VOL III OF THE AFI eANP</b>	<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>	<p>APIRG Secretariat</p> <p>APCC</p> <p>States</p>	AFI eANP Volumes II and III Approval	<p>AFI ANP Volume II endorsed by ANB and uploaded on ANP Platform.</p> <p>Volume III template endorsed by APIRG</p> <p>States to provide updates on status of ASBU implementation in order for Volume III to be populated.</p>	<p>APIRG Secretariat</p> <p>States</p>	Most States are yet to provide updates on status of ASBU implementation to allow population of Volume III.
<b>CONCLUSION 21/05:</b>	<b>IMPLEMENTATION OF CONTINGENCY PLANS</b>	<p>That,</p> <p>a) States develop or update Contingency Plans (CPs) that include Public Health Emergencies (PHE) and Volcanic Ash (VA) provisions and publish</p>	<p>States</p> <p>ESAF / WACAF Regional Offices</p>	Remaining States' ATM Contingency Plans (CPs) submitted to ICAO, to include PHE & VACP	31 December 2018	<p>APIRG Secretariat</p> <p>States</p>	Ongoing activity.

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		<p>them as soon as practical; and</p> <p>b) ICAO provide assistance to States in the development and coordination of the CPs to enable their publication and completion of the Regional CP.</p>					
<b>CONCLUSION 21/06:</b>	<b>MEMBERSHIP OF APIRG SUBSIDIARY BODIES</b>	<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</p>	<p>APIRG Secretariat</p> <p>States/ Organizations</p>	<p>APIRG Procedural Handbook revised</p> <p>Qualified officials nominated in all areas as applicable</p>	<p>APIRG/22</p> <p>APIRG/22</p>	<p>APIRG Secretariat</p> <p>APCC/3</p> <p>States / organizations</p>	



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		not already so, nominate as matter of priority and in accordance with the APIRG Procedural Handbook, appropriately qualified officials to the APIRG Sub-Groups and Project Teams as applicable.					
<b>DECISION 21/07:</b>	<b>UPDATE OF THE AFI SECONDARY SURVEILLANCE RADAR (SSR) CODE ALLOCATION PLAN AND ASSIGNMENT PROCEDURES</b>	That, in order to enable States to meet their increasing air traffic services safety, capacity and efficiency obligations, the Secretariat prioritize the activity of the APIRG AFI SSR Code Allocation and Assignment Review (ASCAAR) Project to update the SSR Code Allocation Plan and Assignment Procedures in the AFI Air Navigation Plan.	APIRG Secretariat	SSR Code allocation plan for AFI Region updated	ASCAAR Meeting held 2-4 May 2018 in Nairobi, Kenya Draft Conclusions to be submitted to APCC/3 for review and endorsement	AAO SG Secretary	Activity undertaken and endorsed conclusions to be submitted to APIRG/22.
<b>CONCLUSION 21/08:</b>	<b>SEAMLESSNESS OF AIR TRAFFIC MANAGEMENT IN AFRICA</b>	That, in order to facilitate the synergetic implementation of an AFI Seamless Sky:  a) All the Regional Economic Communities (e.g. EAC, ECCAS, ECOWAS, COMESA,	APIRG Secretariat  RECs	Roadmap developed	31 December 2018	ESAF / WACAF Regional Offices	

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		<p>SADC) and ANSPs serving multiple States (e.g. Roberts FIR, and ASECNA), are invited to develop a clear and agreed roadmap, in consultation with users, for the implementation of seamless, harmonized, interoperable Air Traffic Management systems and procedures with clear benefits to the aviation stakeholders;</p> <p>b) Sub-regional economic bodies be requested to establish mechanisms that will facilitate timely, coordinated and efficient implementation of future technologies and procedures, while taking advantage of existing ones in order to achieve a coordinated implementation of Seamlessness of Air Traffic Management in the Region; and</p> <p>c) AFCAC is requested to facilitate and provide</p>	<p>RECs</p> <p>AFCAC</p>	<p>Mechanisms established</p> <p>Support from AFCAC provided where necessary</p>	<p>31 December 2018</p> <p>31 December 2018</p>	<p>RECs</p> <p>AFCAC/ICAO</p>	

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		support where political sensitization is necessary.					
<b>CONCLUSION 21/09:</b>	<b>PBCS PLANNING, IMPLEMENTATION AND MONITORING</b>	<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>States</p> <p>APIRG Secretariat</p> <p>States</p> <p>States</p>	<p>Progress reports by States on capacity</p> <p>Guidance developed and shared with States</p> <p>PBCS implementation plans developed</p> <p>PBCS Regional Monitoring bodies established</p>	<p>APIRG/22</p> <p>31 December 2018</p> <p>31 December 2018</p> <p>APIRG/22</p>	<p>ESAF / WACAF Regional Offices</p> <p>APCC/3</p>	(AAO SG)

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		<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>					
<b>DECISION 21/10</b>	<b>DEVELOPMENT OF A CATALOGUE OF APIRG PROJECTS</b>	That, the Secretariat should finalize the consolidated catalogue providing a standardized description of all APIRG projects by 31 of December 2017, and ensure its continued update and posting on ICAO ESAF and WACAF Regional Offices' websites.	APIRG Secretariat	Catalogue of APIRG Projects developed	December 2017	APIRG Secretariat through APCC/3	Catalogue to be reviewed before APIRG/22
<b>DECISION 21/11</b>	<b>LINKAGE BETWEEN PROJECTS</b>	<p>That,</p> <p>a) The Project Teams finalize the detailed linkage between the IIM Projects; and</p> <p>b) The IIM and AAO Sub Groups identify the operational requirements</p>	<p>States (Project Team Leaders)</p> <p>APIRG Secretariat</p>	Project Linkage matrixes finalised	June 2018	IIM/AAO SGs Secretariat	To be reviewed in preparation for APIRG/22

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		to be considered in the linkage between regional projects.					
<b>CONCLUSION 21/12</b>	<b>AERONAUTICAL SURVEILLANCE IMPLEMENTATION STRATEGY</b>	That, considering the deployment of new technologies and the need for a rationalized aeronautical infrastructure, the IIM/SG develops proposals for amendments to the AFI Aeronautical Surveillance implementation strategy to be submitted for APIRG approval through the APCC by 31 March 2018.		PfAs developed and submitted to APCC	31 March 2018	IIM/SG Secretary	To be reviewed IIM Sub group considered this item <b>Amendments to the AFI Aeronautical Surveillance implementation strategy to be submitted to APCC/3</b>
<b>CONCLUSION 21/13</b>	<b>AERONAUTICAL SPECTRUM ISSUES</b>	That, in order to protect and maintain continuous vigilance on ongoing threats to the aeronautical frequency spectrum:  a) ANSPs and airlines should regularly report cases of harmful radio interference within the aeronautical frequency spectrum to the national Telecommunication authorities through the	ANSPs and airlines  IIM SG	Regular reports by ANSPs and airlines  Regional database	APIRG/22	States' ANSPs  Airlines  IIM SG	On going activity: IIM Project on the protection of Aeronautical Spectrum (IIM SG SPEC) develops policies and mechanism to provide and protect Aeronautical Spectrum. APCC3 or APIRG/22 will be provided with update.

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		<p>Civil aviation authorities, ICAO and IATA; and</p> <p>b) The IIM/SG with the support of ICAO should accordingly develop and maintain a regional database on reported cases of such harmful interference.</p>		developed			
<b>CONCLUSION 21/14:</b>	<b>AIXM IMPLEMENTATION</b>	That, in order to comply with the schedule for AIXM implementation based on the project deliverables for the AFI-Region as defined by the IIM/SG, States are urged to comply with the migration process to the identified Regional AIS Regional Databases in accordance with the AFI-CAD Concept.	States	Effective migration from AIS to AIXM	Project migration deadline	APIRG Secretariat	RO AIS to provide update
<b>DECISION 21/15</b>	<b>INPUTS TO THE 3RD ICAO WORLD AVIATION FORUM (IWAF/3) AND AU'S PROGRAMME FOR INFRASTRUCTURE DEVELOPMENT IN AFRICA (PIDA)</b>	<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)</p>	APIRG Secretariat	APIRG inputs coordinated	August 2018	APIRG Secretariat	Provisions of the need for Aviation infrastructure development plan and related roadmap for Africa was included in communique of AU's Programme

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		<p>to be held in Nigeria, Abuja, 20-22 November 2017, in order to assist in the following:</p> <p><b>i).</b> 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><b>ii).</b> 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</p>	APIRG IIM/AAO SGs	Updates provided to APIRG through its Sub-Groups	June 2018	APIRG Secretariat	<p>for Infrastructure Development in Africa (PIDA) week in December 2017.</p> <p>APIRG/22 will be provided with update.</p>

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		related to the above tasks.					
<b>CONCLUSION 21/16:</b>	<b>SAFETY MANAGEMENT IMPLEMENTATION</b>	That, States, regional and international organizations are invited to share tools and examples which support effective safety management implementation to be considered for posting on the ICAO safety management implementation website through an ICAO validation process.	States / Organizations	Tools and examples shared  ICAO SMS website updated	December 2018	APIRG Secretariat	
<b>CONCLUSION 21/17:</b>	<b>DEVELOPMENT OF NATIONAL AIR NAVIGATION ASBU PLANS</b>	That, States that have not yet done so develop their national ASBU plans (as a component of their national Air Navigation Plan) based on APIRG's categorization and prioritization of ASBU Modules, by not later than 30 June 2018.	States	ASBU national plans developed and submitted to ICAO	30 June 2018	ESAF / WACAF Regional Offices	APCC/3 to review challenges and direct way forward to enable enhanced reporting
<b>CONCLUSION 21/18:</b>	<b>SURVEYS ON ASBU IMPLEMENTATION STATUS</b>	That: a) The Secretariat should carry out a more comprehensive survey before 31 December 2017 in order to establish the extent of ASBU Block 0 Modules implementation in the AFI Region; and	APIRG Secretariat  States Organisations	Survey completed  States and organisations	31 December 2017  31 December 2017	ESAF / WACAF Regional Offices  States / organisations	Reporting is still a challenge



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		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.		participate in surveys			
<b>CONCLUSION 21/19:</b>	<b>INCLUSION OF ASBU TRACKER REVIEW AND ANALYSIS IN FIR COORDINATION MEETINGS</b>	That: 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;  b) For that purpose, each state and each ANSP designate a focal point for ASBU trackers.	ANSPs  States/ANSPs	ASBU tracker review included in FIR coordination meetings  ASBU tracker focal points designated	APIRG/22	States  ESAF / WACAF Regional Offices	
<b>CONCLUSION 21/20:</b>	<b>SUPPORT TO THE IMPLEMENTATION OF THE AFRICAN</b>	That, AFI States support the continuation of the AFPP through the following:					New AFPP Project Manager was selected by

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	<b>FLIGHT PROCEDURE PROGRAMME (AFPP)</b>	<p>a) Payment of the AFPP membership contributions, including arrears related to Phase I of the programme; and</p> <p>b) Signing of the AFPP Programme Document for Phase II.</p>	States  States	<p>Outstanding fees settled to sustain AFPP</p> <p>States participation in AFPP.</p> <p>AFPP Programme Document signed as necessary</p>	<p>APIRG/22</p> <p>APIRG/22</p>	<p>States</p> <p>ESAF WACAF Regional Offices</p>	the Steering Committee, Phase II of the project
<b>CONCLUSION 21/21:</b>	<b>EXCHANGE OF OPMET DATA IN DIGITAL FORMAT</b>	That, to improve the exchange of OPMET data in digital format in the AFI Region, States that have developed capabilities for exchange of OPMET data in digital format are encouraged to implement Amendment 77 to ICAO Annex 3 to the Chicago Convention, with regard to the dissemination OPMET data.		Implementati on of Amendment 77 by able States	APIRG/22	States  APCC/3 to review status	
<b>CONCLUSION 21/22:</b>	<b>TRANSFER OF ALGERIA FROM THE ARMA TO THE EUR RMA</b>	That, pursuant to alignment of Regional ANPs adopted by the Twelfth Air Navigation Conference (AN Conf./12) in November 2012:	APIRG	Algeria	June 2018	APIRG	

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		<p>a) APIRG endorses the transfer of Algeria from the ARMA to the EUR RMA; and</p> <p>b) request concerned parties, in particular the ARMA and the Secretariat to take necessary action to facilitate the transfer without any undue delay, in any case by 31 December 2017.</p>	APIRG	transferred to EUR RMA		Secretariat  APCC/3 to review status	
<b>CONCLUSION 21/23:</b>	<b>AFI AIR NAVIGATION DEFICIENCY DATABASE (AANDD).</b>	<p>That, pursuant to its mandate, in particular to identify, record and address specific deficiencies in the air navigation field in the AFI Region:</p> <p>a) APIRG formally adopt and launch with immediate effect, the AFI Air Navigation Deficiency Database (AANDD);</p> <p>b) AFI States, other concerned States and users effectively make use of the AANDD; and</p>	<p>APIRG</p> <p>States/Users</p> <p>States / Organisations</p>	<p>AANDD launched</p> <p>Use of AANDD by States</p> <p>AANDD Focal points nominated</p>	<p>December 2018</p> <p>December 2018</p> <p>June 2018</p>	<p>APIRG Secretariat</p> <p>States</p> <p>States</p> <p>APCC/3 to review status</p>	<p>Training of WACAF Staff on AANDD is yet to be done. Arrangements are ongoing to provide the necessary training.</p>

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		c) AFI States and concerned organizations that have not already done so, nominate focal points for interaction with the web-based database, so that they may be issued with access credentials.					
<b>CONCLUSION 21/24:</b>	<b>AVAILABILITY OF OPMET DATA AT AFI OPMET DATA BANKS</b>	<p>That, in order to improve on the availability of OPMET data at AFI OPMET data banks:</p> <p>a) States should endeavour to make available OPMET Data at the two AFI OPMET Data Banks of Pretoria and Dakar, in compliance with APIRG Conclusion 20/43, for regional and Global distribution; and</p> <p>b) Follow-up actions to be identified to address deficiencies in OPMET reporting as a matter of urgency.</p>	States	<p>OPMET data available</p> <p>OPMET deficiency reporting established</p>	APIRG/22	IIM SG Secretary	On going
<b>CONCLUSION 21/25:</b>	<b>UPDATE OF THE LIST OF AIR NAVIGATION DEFICIENCIES</b>	<p>That States,</p> <p>a) continue to provide to the ICAO Regional</p>	States	ICAO provided with	APIRG/22	States	Challenges of States not reporting continues to

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		<p>Offices updated information on the status of implementation of the Regional Air Navigation Plan (ANP) elements; and</p> <p>b) endeavour to report Air navigation deficiencies specifically deficiencies related to RVSM operation.</p>	States	<p>updated information</p> <p>RVSM deficiencies reported to ICAO</p>	APIRG/22	States	hinder update of list of deficiencies.
<b>CONCLUSION 21/26:</b>	<b>IMPLEMENTATION OF AIDC</b>	<p>That:</p> <p>c) The IIM/SG coordinate the implementation by AFI States of new AIDC capable systems aimed at ensuring the full compliance of their protocols in order to facilitate interoperability and interconnection; and</p> <p>d) ASECNA and GCAA are encouraged to complete the implementation of AIDC between Accra and Abidjan ACCs and share their experience for consideration by the relevant APIRG Project.</p>		<p>AIDC systems implemented</p> <p>AIDC between Accra and Abidjan ACCs implemented</p>	APIRG/22	IIM SG Secretary	<p>Identified in the Aviation System Blocks Upgrades (ASBU) modules as one of the candidate functionality for the block zero elements/technologies, the pace of AIDC implementation in AFI Region is very slow. IIM SG COM Project 1: Implementation of ground/ground communication (The Project Plan</p>

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							has not been finalized).
<b>CONCLUSION 21/27:</b>	<b>DEFICIENCIES IN AERONAUTICAL CHARTING</b>	That: a) APIRG IIM Sub-group, in coordination with ICAO, addresses deficiencies in aeronautical charting should Phase 2 of a regional implementation strategy be needed; and b) States develop solutions and mitigating measures under the IIM/SG to address missing ATS Messages and States to implement automated flight planning systems.		Aeronautical charting deficiencies addressed  ATS messages deficiencies addressed	APIRG/22	IIM SG Secretary	WACAF (AIM Officer can provide comments)
<b>CONCLUSION 21/28:</b>	<b>SUPPORT TO THE AFRICAN ANSP PEER REVIEW</b>	That: a) ICAO be encouraged to continue to provide its support to the African ANSP Peer Review Programme, in coordination with the African Air Navigation Services Providers Steering Group; and	ESAF / WACAF  ANSPs	Increase in membership	December 2018	ESAF/WACAF Regional Offices  States/ANSPs	The AFPP Steering Committee identified a new Project Manager in 1 <sup>st</sup> quarter of 2018

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		b) All African ANSPs should participate in the Peer Review Programme and continue to work together to enhance safety and efficiency of air transport operations in Africa.					Regional Training Workshop on the Peer Review Programme held in Grand Bassam, Cote d'Ivoire 25-27 April 2018
<b>CONCLUSION 21/29:</b>	<b>REGIONAL TRAINING WORKSHOP ON THE PEER REVIEW</b>	That, ANSPs participate in the regional training workshop on the African ANSP Peer Review Programme manual, including relevant ICAO requirements, to be hosted by ASECNA in coordination with ICAO, during the week commencing 11 December 2017.	ANSPs	All States participate and benefit from regional training workshop	11 December 2017	States/ANSPs	Regional Training Workshop on the Peer Review Programme held at Grand Bassam, Cote d'Ivoire 25-27 April 2018
<b>DECISION 21/30</b>	<b>ASSISTANCE AND GUIDANCE ON THE SAFE INTEGRATION OF RPAS INTO NON-SEGREGATED AIRSPACE</b>	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:	ICAO	Assistance and guidance provided through workshops/tr	APIRG/22	ESAF/WACAF Regional Offices	

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		<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).</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>	APIRG auxiliary bodies	<p>aining</p> <p>Updated work programme to include safe integration of RPAS</p>	APIRG/22	APIRG Secretariat	



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<b>CONCLUSION 21/31:</b>	<b>ESTABLISHMENT OF NATIONAL COORDINATION MECHANISMS FOR THE INTRODUCTION OF UNMANNED AIRCRAFT SYSTEMS (UAS)</b>	<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</p>	<p>States</p> <p>AFCAC / Organizations</p> <p>States</p>	<p>National Multidisciplin ary Team established</p> <p>Support provided</p> <p>Harmonized RPAS procedures</p>	<p>June 2018</p> <p>APIRG/22</p> <p>APIRG/22</p>	<p>States</p> <p>ESAF/WACAF Regional Offices</p> <p>AFCAC / Organization s</p> <p>States civil/military authorities</p>	

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		<p>economic bodies, be requested to provide support as necessary;</p> <p>c) States strengthen civil-Military cooperation to ensure effective monitoring and avoid duplication of procedures for RPAS operations.</p>					
<b>CONCLUSION 21/32:</b>	<b>REGIONAL COORDINATION FOR surveillance data sharing</b>	<p>That:</p> <p>a) States/ANSPs, ASECNA, GCAA, NAMA, ROBERTS FIR pursue the interconnection of ATS surveillance facilities in the Gulf of Guinea with the support of their RECs and donors in order to provide a tangible example of achievement towards a seamless airspace in the AFI Region;</p> <p>b) ICAO Regional Offices continue to facilitate surveillance data sharing initiatives in the Region.</p>		<p>Seamless airspace implemented</p> <p>Surveillance data sharing initiatives</p>	<p>APIRG/22</p> <p>APIRG/22</p>	<p>Concerned states</p> <p>ICAO ESAF &amp; WACAF Offices</p>	<p>Ongoing activity: Project Team developed proposals for amendments to the AFI Aeronautical Surveillance implementation strategy.</p>

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<b>CONCLUSION 21/33:</b>	<b>IMPLEMENTATION OF SURVEILLANCE INFRASTRUCTURE IN THE AFI REGION</b>	<p>That, in order to facilitate harmonized implementation of infrastructure that support seamlessness in the provision of air traffic management and realization of associated benefits by all stakeholders, while avoiding unnecessary duplication of investments on the ground and in the air, AFI States are urged to:</p> <p>a) Apply the principles of collaborative decision making that include users at early stages when planning investments into surveillance infrastructure (SSR, ground-based ADS-B, space-based ADS-B, multilateration);</p> <p>b) Follow the guidelines in the ICAO Circular 326 when implementing surveillance technology while ensuring economic transparency in accordance with ICAO principles of cost-relatedness as per ICAO</p>	States  States  States	<p>Application of CDM</p> <p>Use of ICAO Circular 326 by States</p>		States  States  States	Draft Questionnaire has been developed by the Surveillance Project Team. To be adopted by the next APCC or APIRG

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		Doc 9082 and Doc 9161;  c) Avoid the imposition of mandates on a State by State or FIR by FIR basis.					
<b>CONCLUSION 21/34</b>	<b>CYBER SAFETY AND RESILIENCE OF THE AIR NAVIGATION SYSTEMS</b>	That, in order to address the emerging issues related to cyber security, safety and resilience of the air navigation systems in AFI Region:  a) States should develop national frameworks including regulations, policy strategy and Plan linked to the National Civil Aviation Security Programme in collaboration with all concerned stakeholders;  b) States should as a matter of urgency establish and maintain coordination procedures with their neighbouring States in order to share information on cyber events and ensure that safety and resilience policies and provisions	States  States  ICAO / industry stakeholders	National frameworks, regulations and policy strategy developed  Coordination procedures implemented  Support and guidance to States provided	December 2018  June 2018  APIRG/22	States  States  ICAO & Industry stakeholders	Ongoing activity: Assessment of AFI Aeronautical Networks Cyber Security by the IIM COM Project 5).  To also be undertaken in the framework of proposed SIP ICAO (ESAF and WACAF Offices) to perform proposed seminars on ATM Security in particular on cyber safety and resilience of the air navigation service.

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		<p>will apply counter the increasing threats in particular those related to cyber-attacks; and</p> <p>c) ICAO in collaboration with industry stakeholders should endeavour to support to States through the provision of guidance material, training, Workshop/Seminars on ATM Security in particular on cyber safety and resilience of the air navigation service.</p>					
<b>CONCLUSION 21/35</b>	<b>CONDUCT OF VOLCANIC ASH EXERCISES IN AFI REGION</b>	That, in order to practice and develop inter-agency response to volcanic activity in the AFI Region, States are urged to develop and conduct Volcanic Ash exercises using guidance contained in Appendix F of ICAO Doc 9766 (Handbook on the International Airways Volcano Watch (IAVW)).	ICAO States	Volcanic ash exercises conducted in AFI Region	APIRG/22	ESAF/WACAF Regional Offices  States	Yet to be performed
<b>CONCLUSION 21/36:</b>	<b>APIRG/RASG-AFI COORDINATION</b>	That;		ARC-TF	APIRG/22	APIRG &	Ongoing activity

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		<p>a) APIRG/RASG-AFI Coordination Task Force (ARC-TF) membership be reviewed to ensure effective participation/representation of all key stakeholders; and</p> <p>b) ARC-TF reviews allocation of activities to include all additional and applicable emerging issues:</p>	APIRG RASG-AFI	<p>membership reviewed</p> <p>Allocation of activities reviewed and updated</p>		RASG-AFI Secretariat	
<b>CONCLUSION 21/37:</b>	<b>APIRG/RASG-AFI COORDINATION</b>	<p>That, in a continuing effort to enhance effectiveness in the processing the outputs and recommendations of the AFI Tactical Action Group:</p> <p>a) The TAG is to provide feedback directly to RASG-AFI, with the Secretariat ensuring that necessary information is also provided to APIRG; and</p> <p>b) Jointly with the APIRG and RASG Secretariat, formulate project/s to be considered for funding under mechanisms such as the AFI Plan, to</p>	TAG  TAG	<p>Feedback provided by TAG to RASG-AFI</p> <p>Selected projects formulated</p>	APIRG/22	APIRG & RASG-AFI Secretariat	Ongoing activity

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		address issues under its mandate which also subscribe to the APIRG and RASG ANS KPAs, Targets and Monitoring.					
<b>CONCLUSION 21/38:</b>	<b>ANNUAL APIRG AIR NAVIGATION REPORT</b>	<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>APIRG Secretary</p> <p>States</p>	<p>Annual APIRG Air Navigation Report produced</p> <p>Comments to AN Report provided by States</p>	<p>December 2017</p> <p>25 October 2017</p>	<p>APIRG Secretary</p> <p>States</p>	<p>Draft Air Navigation Report developed and updated status is to be provided to APCC/3.</p>