

APIRG17 CONCLUSIONS & DECISIONS RELATED TO PBN

| Cons/Decs No. Strategic Objectives* | Title of Cons/Decs | Text of Cons/Decs | Follow-up Action | To be initiated by | Deliverable/ Intended Outcome | Target Dates | Status of Implementation |
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| Conclusion 17/28 | NEED FOR A HIGH LEVEL MEETING ON AFI GNSS STRATEGY | That, in order to assist AFI States in making an informed decision on the regional strategy for the introduction of GNSS applications, AFCAC organize as a matter of urgency a high level meeting in coordination with ICAO, ASECNA, IATA, AFRAA and other relevant stakeholders. | Convene High level meeting | AFCAC | Informed strategy on GNSS application | 31 March 2011 | Meeting Held on November 2010 |
| Conclusion 17/29 | NEED FOR AN INDEPENDENT COST-BENEFIT ANALYSIS | That, considering the lack of consensus between stakeholders on available cost-benefit analyses related to SBAS implementation in the AFI Region, a cost benefit analysis based on objective assumptions should be performed by independent experts, and submitted to the high level meeting to be organized by AFCAC on AFI GNSS strategy, for consideration. | Identify and appoint Experts Perform cost benefit analysis | ICAO AFCAC | Cost benefit analysis based on objective assumptions | 30 June 2011 | Terms of reference developed and transmitted to AFCAC Two reminding letters respectively from ICAO ESAF and ICAO WACAF Offices issued to AFCAC |
| Conclusion 17/40 | CNS PERFORMANCE OBJECTIVES | That, the CNS performance objectives and performance framework form developed by ICAO SP AFI RAN (2008) be amended as shown at Appendix 3.3G to this report. | Amend CNS performance objective and PFFs | ICAO ROs States | Amended CNS Objectives and PFFs | 31 Mar 2011 | No action is required |
| Conclusion 17/41 | ATM PERFORMANCE FRAMEWORK | That, the AFI performance framework forms formulated by the Special AFI/08 RAN Meeting regarding performance objectives in the fields of ATM and SAR are updated as at Appendix 3.4A to this | Update ATM/SAR performance objectives and PFFs. | ICAO ROs | Updated ATM/SAR performance objectives and PFFs. | 31 Mar 2011 | Updated by PBN/GNSS TF/1 |

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| | | <p>report.</p> <p><i>Appendix 3.4A (1) Implementation of the new ICAO Flight Plan Provisions;</i></p> <p><i>Appendix 3.4A (2) Optimization of the ATS route Structure in en-route airspace;</i></p> <p><i>Appendix 3.4A (3) Optimization of the ATS route Structure in terminal airspace;</i></p> <p><i>Appendix 3.4A (4) Optimization of vertically guided RNP approaches;</i></p> <p><i>Appendix 3.4A (5) Search and Rescue.</i></p> | Align National PFF | States | Harmonized planning | 31 Mar 2011 | |
| Conclusion 17/46 | AFI PBN IMPLEMENTATION REGIONAL PLAN | <p>That:</p> <p>a) The AFI Regional PBN implementation plan is updated and endorsed as at Appendix g 3.4D to this report, to more accurately reflect PBN implementation goals in Assembly Resolution A36-23, guidance in the PBN Manual (9613), and Regional planning guidance provided by APIRG; and</p> <p>b) The Regional PBN Implementation Plan be included in the AFI Doc 003.</p> | <p>Implementation PBN Regional plan</p> <p>Update Doc003</p> | <p>States</p> <p>ICAO ROs</p> | <p>Updated AFI Regional PBN implementation plan</p> <p>Updated Doc003</p> | <p>According to plan</p> <p>31Mar 2011</p> | |

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| <p>Proposed merger of 17/47 & 17/48</p> <p>DRAFT Concl. 2/X1</p> | <p>NATIONAL PBN IMPLEMENTATION PLAN</p> | <p>That States,</p> <p>(a) that have not already done so, complete their national PBN implementation plans as soon as possible, using the template at Appendix C to the report on agenda item 2;</p> <p>(b) consider the use of planning tools provided by the PBN/GNSS Task Force, as well as project management software.</p> <p>(c) provide updates to Regional Offices</p> <p>(This Draft Conclusion is to supersede APIRG Conclusions 17/47 and 17/48)</p> | <p>Develop and complete National PBN implementation Plans</p> <p>Use planning tools provided by PBN/GNSS TF</p> <p>Update Regional Offices</p> | <p>States</p> <p>States</p> <p>States</p> | <p>Completed National PBN implementation plans</p> <p>Use of planning tools</p> <p>Regional Offices are updated</p> | <p>30 June September 2011</p> <p>30 Oct 2010</p> | <p>Many States have still developed plans</p> <p>Continuous process</p> <p>Continuous process</p> |
| <p>Conclusion 17/48</p> <p>Refer draft Conclusion 2/X1 above</p> | <p>PBN IMPLEMENTATION TOOLS</p> | <p>That States:</p> <p>(a) Use project management plans and implementation action plans provided by the PBN Task Force, as well as project management softwares (such as Microsoft project or freely available applications), to support PBN implementation activities; and</p> <p>(b) Carry out a gap analysis using the project plan template attached to the report, or similar approach, in order to more accurately develop their PBN implementation plans.</p> | | | | | |

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| Decision 17/49 | DISSOLUTION OF THE GNSS IMPLEMENTATION AND PBN TASK FORCES AND ESTABLISHMENT OF THE PBN/GNSS TASK FORCE | That, the GNSS implementation and PBN Task Forces are dissolved and the PBN/GNSS Task Force is established with the terms of reference in Appendix 3.4F to this report. | Convene PBN/GNSS TF meetings | PBN/GNSS TF | As per TOR | Continuous | Continuous process |
| Decision 17/50 | PBN ROUTE NETWORK DEVELOPMENT WORKING GROUP (PRND WG) | That, the AFI PBN Route Network Development Working Group (PRND WG) is established with the terms of reference, composition and working arrangements as at Appendix 3.4G to this report. | Convene PRND WG meetings | PRND EG TF | As per TOR | Continuous | Continuous process |
| Conclusion 17/51 | LOWERING OF RNAV/RNP ROUTES UM214 AND UM215 | That, the ICAO Regional Offices carry out further consultations with the States concerned about the lowering of RNAV / RNP routes UM214 and UM215 from FL330 down to FL320, taking into account operational considerations. | | | | | Refer to Draft Conclusion 2/X2 below |
| Proposed reformulation on DRAFT Concl. 2/X2 | LOWERING OF RNAV/RNP ROUTES UM214 AND UM215 | That, concerned States establish the lower limit of RNAV routes UM214 and UM215 to FL250 for operational reasons. | State Letter to concerned States. | ICAO ROs | Lower limit of FL250 implemented | AIRAC date of 13 Jan 2011 | |

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| Conclusion 17/52 | DISSEMINATION OF A LETTER INVITING PROPOSALS FOR ESTABLISHMENT OF THE AFI FLIGHT PROCEDURES PROGRAMME (FPP) | That, pursuant to special AFI/08 RAN meeting Recommendation 6/10, ICAO disseminate, as a matter of urgency, the letter inviting interested States and international organizations to submit proposals for establishment and hosting of the AFI FPP. | Establish pre-requisites State Letter | ICAO ROs | Establishment of AFI FPP | 30 Nov 2010 | State Letter issued, responses received from 9 States and ASECNA (17 States) Concept review from APAC to be finalized Dec. 2011 |
| Conclusion 17/53 Redrafted below as follow | TRAINING IN SUPPORT OF PBN IMPLEMENTATION | That, in order to support the implementation of PBN in the AFI Region: a) PBN Task Force identify priority training needs for implementation for PBN; c) AFI Regional Offices organize seminars/workshops for training of relevant personnel directly involved in the implementation of PBN. | | | | | |
| Conclusion 17/53 Proposed reformulation on DRAFT Concl. 2/X3 | TRAINING IN SUPPORT OF PBN IMPLEMENTATION | That, in order to support the implementation of PBN in the AFI Region, AFI Regional Offices organize seminars/workshops for training of relevant personnel directly involved in the implementation of PBN. | Organize Seminars and workshops | ICAO ROs | Seminars and Workshops | 2010-2012 | Seminar scheduled Dec. 2011 |

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| Conclusion 17/54 | PBN ENABLING LEGISLATION | That, AFI States that have not already done so, include in their legislation and/or regulations provisions to enable the implementation of PBN. | Develop PBN Legislation | States | Legislation for PBN implementation | 31 Jul 2011 | |
| Conclusion 17/55 | PARTICIPATION OF REPRESENTATIVES OF STATES INVOLVED IN PBN APPROVAL PROCESS | That, in order to support the PBN planning and implementation processes, AFI States are urged to include in their delegations to meetings of the PBN Task Force, experts and officials involved in the PBN approval process of aircraft operators. | Propose to be deleted, requirements to be moved to TOR | | | | Propose to be deleted, requirements to be moved to TOR |
| Conclusion 17/56 | FUNDING OF THE PBN IMPLEMENTATION PROGRAMME | That, regulatory bodies, operators, service providers and other stakeholders be granted budgetary allocations for acquisitions and other activities necessary for ensuring that all the requirements be met in a timely manner in order to safely implement PBN in the AFI Region. | Make budgetary allocation for safe implementation of PBN | States, Regulatory bodies, Operators, Stakeholders | Sufficient funds | 2010-2016 | |
| Conclusion 17/57 | IATA GUIDELINES FOR OPERATIONAL APPROVALS | That, IATA facilitates stakeholders' access to its guidelines developed to assist operators in obtaining airworthiness and operational approvals for PBN, for guidance and reference as required. | Facilitate access to guidelines | IATA | Access to guidelines | 2010-2012 | IMPLEMENTED /NO LONGER VALID. OBSOLETE |

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| Conclusion 17/58 | NATIONAL PBN PROGRAMME MANAGER (NPPM) | <p>That, in order to facilitate the implementation of PBN and Regional coordination:</p> <p>a) AFI States that have not already done so nominate/designate NPPMs as soon as possible and assign them the terms of reference as at Appendix 3.4H to this report .and provide ICAO with contact details of the NPPMs; and</p> <p>b) States update the NPPMs contact information provided to ICAO whenever changes have been made.</p> | <p>Nominate/Designate NPPMs</p> <p>Update NPPMs contacts</p> | <p>States</p> <p>States</p> | <p>Nominated / Designated NPPMs</p> <p>Updated NPPM contacts</p> | <p>30 Nov 2010</p> <p>30 Nov 2010</p> | <p>States have nominated.</p> <p>See Attachment 1 to this Appendix</p> <p>However updates are not forthcoming. ICAO only notices when emails get rejected.</p> |
| Conclusion 17/59 | AIRSPACE PLANNING AND AIRCRAFT EQUIPMENT SURVEY | <p>That, in order to facilitate airspace planning and decisions related to air navigation infrastructure:</p> <p>a) ICAO in coordination with IATA and AFRAA conduct regular surveys on aircraft equipage within the AFI Region;</p> <p>b) AFI States and air navigation service providers (ANSPs) are urged to support the ICAO/IATA global survey on aircraft equipment aimed at developing a database with accurate information on present and future avionics capabilities of airline fleets;</p> | <p>Conduct regular surveys on aircraft equipage</p> <p>Support the ICAO/IATA global survey on aircraft equipment</p> | <p>ICAO ROs IATA AFRAA</p> <p>States ANSPs</p> | <p>Updated surveys on aircraft equipage</p> <p>Updated surveys on aircraft equipage</p> | <p>31 Mar 2011</p> <p>31 Mar 2011</p> | <p>Annual updates</p> <p>Annual updates</p> |

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| | | <p>c) AFI States make efforts to bring awareness to the aircraft operators regarding the ICAO efforts on aircraft equipage data, and that joint efforts between civil aviation authorities and ANSPs be embarked upon to bring quicker results; and</p> <p>d) AFI States ensure that initiatives for air navigation system enhancements are matched with fleets capabilities and readiness.</p> | <p>State Letter to concerned States</p> <p>Bring awareness to the aircraft operators regarding the ICAO efforts on aircraft equipage.</p> <p>Ensure that initiatives for air navigation system enhancements are matched with fleets capabilities and readiness.</p> | <p>ICAO ROs</p> <p>States</p> <p>States</p> | <p>Awareness to Operators on acft equipage</p> <p>Awareness</p> <p>Matching of air nav systems with fleet capabilities and readiness</p> | <p>31 Mar 2010</p> <p>Continuous</p> <p>Continuous</p> | <p>Continuous process</p> <p>Continuous process</p> |
| Conclusion 17/60 | DIRECT TRANSITIONS TO/FROM AORRA AIRSPACE | That, the ICAO Regional Offices facilitate coordination, publication and implementation by Angola, Ghana, Sao Tome and Principe, ASECNA and Roberts FIR, with regard to the AORRA airspace to/from transition points in Appendix 3.4I (as amended) to this report. | Facilitate coordination and implementation of AORRA | ICAO ROs | Implementation of AORRA | 31 Mar 2011 | Implemented Coordination meeting held in Accra 29-30 June 2010 and AORRA fully implemented on 26 August 2010 |
| Conclusion 17/90 | IMPLEMENTATION OF WGS-84 AND ELECTRONIC TERRAIN AND OBSTACLE DATA | That: a) States adopt the revised AIM performance objective "Implementation of WGS-84 and Electronic Terrain and Obstacle Data" as contained in the Performance Framework Form in the Appendix 3.6F to this report, as | State Letter to States to establish necessity | ICAO ROs States | Adoption of AIM performance objectives Report progress | 31 Dec 2010 30 Jun 2011 | Continuous Process. State letter has also been dispatched |

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| | | <p>a strategy for implementation;</p> <p>b) The proposed FASID table at Appendix F be adopted for inclusion as a requirement in the AFI FASID (Document 7474, Vol. II);</p> <p>c) The AFI Region e-TOD implementation strategy under Appendix 3.6G to this report be adopted for implementation; and</p> <p>d) The revised Terms of Reference of the AFI Region e-TOD working group are at Appendix 3.6H to this report be adopted.</p> | <p>Adopt FASID Table</p> <p>Adopt e-TOD implementation strategy</p> <p>Adopt TOR of e-TOD WG</p> | <p>ICAO ROs States</p> <p>ICAO ROs States</p> <p>ICAO ROs</p> | <p>Adoption of FASID Table</p> <p>Adoption of e-TOD implementation strategy</p> <p>Adopted TOR for e-TOD WG</p> | <p>31 Mar 2011</p> <p>31 Mar 2011</p> <p>31 Mar 2011</p> | <p>Continuous Process.</p> <p>State letter has also been dispatched</p> |
| Conclusion 17/96 | PROJECT TO COMPLETE WGS-84 IMPLEMENTATION IN THE AFI REGION | That, ICAO takes necessary action to initiate a project for the completion of implementation of WGS-84 within AFI States having difficulties to complete WGS-84 implementation. | Proposal for AFI SIP | ICAO ROs | Assist States having difficulties in WGS-84 implementation | 2012 | Continuous Process . |

*Note: ICAO has established the following Strategic objectives for the period 2011-2013

- A: Safety: Enhance global civil aviation safety;
- B: Security: Enhance Global civil aviation security;
- C: Environmental Protection and Sustainable Development of Air Transport: Foster harmonised and economically viable development of international civil aviation that does not unduly harm the environment.