

PBN/GNSS TF/1 DRAFT CONCLUSIONS

Draft Conclusions No.	Title of Conclusions	Text of Conclusions	Follow-up Action	To be initiated by	Deliverable/ Intended Outcome	Target Dates	Status of Implementation
Draft Conclusion 1/01	NATIONAL PBN IMPLEMENTATION PLAN	<p>That States,</p> <p>(a) that have not already done so, complete their national PBN implementation plans as a matter of urgency, 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; and</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>30 September 2011</p> <p>30 Oct 2010</p>	<p>Many States have still developed plans</p> <p>Continuous process</p> <p>Continuous process</p>
Draft Conclusion 1/02	LOWERING OF RNAV/RNP ROUTES UM214 AND UM215	<p>That, concerned States be urged to establish the lowest usable flight level on the RNAV routes UM214 and UM215 as flight level 250 for operational reasons.</p> <p>This Draft Conclusion is to supersede APIRG Conclusions 17/51</p>		ICAO ROs	Lower limit of FL250 implemented	AIRAC date of 13 Jan 2011	
Draft Conclusion 1/03	AFI PBN REGIONAL PERFORMANCE FRAMEWORK FORMS	<p>That;</p> <p>(a) the AFI PBN Regional Performance Framework Forms are updated as at Appendix 3A-1 to 3A-3, to the report on agenda item 3;</p> <p>(b) noting that the 2009 deadline established in Assembly Resolution A36-23 for the completion of State PBN implementation Plans has passed, States that have not done so,</p>					

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		complete their national PBN implementation plans as a matter of urgency.					
Draft Conclusion 1/04	DEVELOPMENT AND IMPLEMENTATION OF PBN NATIONAL PLANS	That: (a) ICAO Regional Offices assess the PBN plans submitted by the States against the available global and regional guidance pertaining to PBN; and (b) ICAO should pursue its efforts towards establishing an effective PBN programme with a view to assisting States in overcoming PBN implementation challenges.					

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Draft Conclusion 1/05	TRAINING IN SUPPORT OF PBN IMPLEMENTATION	<p>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</p> <p>This draft Conclusion is to supersede APRIG Conclusion 17/53</p>	Organize Seminars and workshops	ICAO ROs	Seminars and Workshops	2010-2012	Seminar scheduled Dec. 2011
Draft Conclusion 1/06	AFI PBN IMPLEMENTATION REGIONAL PLAN	<p>That:</p> <p>(a) the AFI Regional PBN Implementation Plan is updated as at Appendix 4B to the report on agenda item 4; and</p> <p>(b) the Plan be included in the AFI Doc</p> <p>This draft Conclusion is to supersede APRIG Conclusion 17/46</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>31 Mar 2011</p>	
Draft Conclusion 1/07	IMPLEMENTATION OF PHASE I OF AFI GNSS STRATEGY	<p>That AFI States which have not yet done so:</p> <p>(a) complete the implementation of WGS-84 coordinates; and</p> <p>(b) ensure that all the prerequisites are met when implementing GNSS applications for en-route and non-precision approach (NPA) operations in accordance with the current Phase 1 of AFI GNSS Strategy, and in support of PBN operations.</p>	Proposal for AFI SIP	ICAO ROs Dakar and Nairobi.	Assist States having difficulties in WGS-84 implementation	2012	Continuous Process .

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Draft Conclusion 1/08	REVISED TERMS OF REFERENCE OF THE PBN/GNSS TASK FORCE	That, the terms of reference of the APIRG PBN/GNSS Task Force are revised as at Appendix 6A to the report on agenda item 6.					

*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.