



INTERNATIONAL CIVIL AVIATION ORGANIZATION

**AFI PLANNING AND IMPLEMENTATION REGIONAL GROUP
THIRTEENTH MEETING (APIRG/13)**

(Sal, Cape Verde, 25-29 June 2001)

Agenda Item 3: Review and follow-up of the APIRG/12 Conclusions and Decisions including AFI/7 RAN Meeting outstanding Recommendations

(Presented by the Secretariat)

Summary

This working paper presents information on the status of implementation of the APIRG/12 Conclusions and Decisions including AFI/7 RAN Meeting Recommendations as reviewed by the Secretariat

Action by APIRG is at paragraph 3.

References:

Doc. 9702 - Report of the Seventh Africa-Indian Ocean Regional Air Navigation Meeting -AFI/7), Abuja, 12-23 May 1997
Report of the Eleventh and Twelfth Meetings of the AFI Planning and Implementation Regional Group (APIRG)

1. Introduction

The APIRG under its terms of reference has the responsibility to ensure the continuous and coherent development of the AFI Regional Air Navigation Plan. Pursuant to the Conclusion 7/35 of its Seventh meeting, the Group has been reviewing on a regular basis the problems in the air navigation field and proposed solutions to them.

At each of its meeting the Group is informed of action taken on its adopted Conclusions and Decisions as well as outstanding actions on Regional Air Navigation meeting's Recommendations referred to it.

2. Discussions

The Secretariat has reviewed referred Recommendations of the AFI/7 as well as conclusions and decisions of APIRG/12. However further action is required by the APIRG/13.

3. Action by the Group

The APIRG is invited to note the information provided in the Appendix on the follow-up action taken.

FOLLOW-UP RESPONSIBILITY ON AFI/7 RAN MEETING CONCLUSIONS AND RECOMMENDATIONS REFERRED TO APIRG

Rec. / Conc. No.	Title & Text	Follow-up action
Conc. 2/1	<p>Planning for en-route alternate aerodromes</p> <p>That the AFI Planning and Implementation Regional Group (APIRG) review and select en-route alternate aerodromes for inclusion in column 3 of the table with a degree of urgency. In preparation for the next APIRG meeting, States should consult their operators and provide information on current and proposed en-route alternates.</p>	Continuous. APIRG/13-WP/4 refers
Conc. 3/2	<p>Table AOP</p> <p>That the Table AOP attached to this report be reviewed and updated at regular intervals by the AFI Regional Planning and Implementation Group (APIRG).</p>	Continuous. APIRG/13-WP/4 refers.
Rec. 3/4	<p>Implementation of physical characteristics, visual and non-visual aids at aerodromes</p> <p>That States study the requirements listed in Table AOP and develop in coordination with the APIRG, a plan for their implementation following consultation with the aircraft operators and other users.</p>	Continuous. APIRG//13-WP/4 refers

Rec. / Conc. No.	Title & Text	Follow-up action
Conc. 4/1	<p>Implementation of visual aids</p> <p>That:</p> <p>a) States ensure that adequate resources are available so the required visual aids are implemented and maintained properly at their aerodromes in accordance with Annex 14, Volume I;</p> <p>b) ICAO continue to promote and encourage, where possible, the establishment of autonomous airport authorities which, if well structured and financially independent, could contribute to the provision of much needed funds for the acquisition, installation and maintenance of visual aids at aerodromes in the region in accordance with Limited AFI (COM/MET/RAC) RAN Meeting Recommendation 10/15;</p> <p>c) ICAO, through its Technical Cooperation Bureau and regional offices, continue to provide necessary assistance to States; and</p> <p>d) The subject of implementation of visual aids be maintained on the work programme of AOP/SG of APIRG.</p>	<p>Continuous. APIRG/13-WP/5 refers</p> <p>Continuous. APIRG/13 WP/4 refers.</p> <p>Continuous. APIRG/13 - WP/9 refers.</p> <p>Continuous. APIRG/13 - WP/4 refers.</p>

Rec. / Conc. No.	Title & Text	Follow-up action
Conc. 4/6	<p>Rescue and fire fighting services</p> <p>That:</p> <p>a) the attention of States concerned be drawn to existing deficiencies in the rescue and fire fighting services at their aerodromes;</p> <p>b) States give priority to the provision of adequate rescue and fire fighting services at their international aerodromes in accordance with the provisions of Annex 14, Volume I;</p> <p>c) the regional offices continue the practice of carrying out regular reviews of the status of RFF services at international aerodromes in States in their respective areas of accreditation;</p> <p>d) States be encouraged to continue efforts on training of RFF personnel including familiarization of the types of aircraft operating at their aerodromes in consultation with aircraft operators; and</p> <p>e) this subject be maintained in the work programme of AOP/SG.</p>	<p>Brought to the attention of States. Continuous. APIRG/13-WP/4 refers</p> <p>Continuous.</p> <p>Continuous</p> <p>Continuous</p> <p>Continuous. APIRG/13 - WP/4 refers.</p>
Rec.5/1	<p>A co-operative approach to airspace management</p> <p>That States, taking into account the need for cost-effective introduction and operation of CNS/ATM systems, give consideration to co-operative efforts for introducing more efficiency in airspace management, particularly through regionalization leading to globalization of upper airspace management, in order to facilitate the safe, orderly and expeditious flow of air traffic</p>	<p>Brought to the attention of States. Good progress: e:g: ASECNA Airspaces: COMESA UACC (21 States) EAC UACC (3 States) Continuous SADC UACC (14 States)</p>

Rec. / Conc. No.	Title & Text	Follow-up action
Rec5/2	<p>Contingency Planning</p> <p>That States which have not already done so, develop contingency plans for their area of responsibility, in coordination with adjacent States ,ICAO and interested international organizations, in order to facilitate early implementation of contingency measures should services be disrupted.</p>	Continuous.
Conc. 5/7	<p>Areas of application of the area navigation (RNAV) concept</p> <p>That States concerned identify those areas within their respective FIRs where the area navigation concept could be applied, in order to take full advantage of the navigational capability of aircraft equipped with suitable RNAV equipment to meet a specified required navigation performance (RNP).</p>	See APIRG/12-WP/9 for report. The subject was coordinated with CNS/ATM Sub-group and included in the AFI CNS/ATM Plan.RNP10 implemented in Indian Ocean Random Routing Area with effect of 17/5/2001 - Continuous.
Rec 5/11	<p>Improvements to the air navigation system in the South Atlantic</p> <p>That:</p> <ol style="list-style-type: none"> 1) to ensure continuity in the development to the air navigation system in the South Atlantic parts of the AFI and SAM Regions, States concerned and interested international organizations meet under the auspices of ICAO at least once a year in order to: <ol style="list-style-type: none"> a) study, monitor and evaluate the air navigation system in the light of changing traffic characteristics and technology; b) co-ordinate the implementation of improvements to the air navigation system, including new CNS/ATM systems; and c) develop amendment proposals to the air navigation plan and regional SUPPs as required; and 2) the APIRG and all user States be kept informed of developments. 	Implementation carried out within the framework of Informal SAT Meetings. - Continuous.

Rec. / Conc. No.	Title & Text	Follow-up action
Conc. 5/17	<p>System monitoring in the required navigation performance airspace</p> <p>That the Africa-Indian Ocean Planning and Implementation Regional Group (APIRG) be requested to:</p> <p>a) continue to study the available options for the monitoring of horizontal navigation performance including the possible use of independently-derived global navigation satellite system-based information and select the system or combination of systems which proves to be the most effective; and</p> <p>b) develop any necessary monitoring requirements for inclusion in the AFI Regional Supplementary Procedures;</p>	<p>Assigned to the APIRG ATS/AIS/SAR/SG and Regional Offices for monitoring progress and coordination and report to APIRG/12.</p> <p>Continuous.</p>
Rec. 5/21 b)	<p>Provision of area control service</p> <p>The AFI Planning and Implementation Regional Group (APIRG) identify those routes or route segments where, based upon traffic densities or other operational assessment factors, air traffic control should be implemented.</p>	<p>To be assigned to the APIRG ATS/AIS/SAR/SG to identify. Certain selected ATS airspaces have been identified and are included in both the ATS/SG Report and CNS/ATM Plan. - Continuous.</p>

Rec. / Conc. No.	Title & Text	Follow-up action
Rec. 5/26	<p>Reporting and analysis of ATS incidents</p> <p>That States which have not already done so to:</p> <p>a) implement procedures for the timely reporting of air traffic incidents;</p> <p>b) publish reporting procedures in their aeronautical information publication (AIP) and relevant ATS documents and make the Model Incident/Accident Report form available at ATS units, including those offices used for pre- and post-flight pilot briefing;</p> <p>c) establish procedures for the investigation of causes and circumstances concerning significant air traffic incidents in line with Annex 13 requirements; and</p> <p>d) emphasize, in national documentation, the need for rapid notification of the results of investigations to all parties concerned including pilots, aircraft operators, ATS units, ICAO and other affected States or Agencies.</p>	<p>Assigned to the APIRG ATS/AIS/SAR/SG and Regional Offices for monitoring (New task) under Rec 5/26 c) and coordination. States have been notified of the recommendation and remarkable results have been achieved. The subject is also discussed annually under the IATA/ICAO/ASECNA/IFALPA/IFATCA Air Traffic Incident Analysis Group, - Continuous.</p>
Conc. 5/27	<p>ATS operational auditing</p> <p>a) develop standard auditing procedures to be used by States in order to assess the capability/competence of any particular ATS unit to ensure the provision of services in accordance with ICAO Standards and Recommended Practices (SARPs) and as per the provisions of the Plan; and</p> <p>b) as a matter of urgency, facilitate the implementation of uniform proficiency assessments and standards maintenance for air traffic services personnel.</p>	<p>Assigned to the APIRG ATS/AIS/SAR/SG (New task) to develop. - ATS operational auditing have been developed and forwarded to States for implementation. Several States have developed these auditing procedures. - Continuous.</p>

Rec. / Conc. No.	Title & Text	Follow-up action
Rec 6/2	<p>Satellite-aided search and rescue</p> <p>That States:</p> <ol style="list-style-type: none"> 1) take appropriate action to reduce the number of false alarms through the COSPAS-SARSAT system on 121.5/243/406 MHZ caused by inadvertent activation of emergency transmitters and eliminate unauthorized use of those frequencies; 2) establish a register of 406 MHZ ELTs and make available information by publishing in the aeronautical information publication as to how ELT registration information can be obtained rapidly by rescue co-ordination centres (RCCs) of other States; 3) provide to ICAO a search and rescue (SAR) point of contact (SPOC) for inclusion in Table SAR 1 of the respective air navigation plan (ANP); and 4) include information regarding the COSPAS-SARSAT system in the SAR plans. 	<p>Assigned to the APIRG ATS/AIS/SAR - SG (New task for the Sub-Group to monitor implementation of the Satellite-aided search and rescue). State letter was sent out and several States have implemented this recommendation. Similarly an MCC/LUT has been established in Algeria and South Africa and States have been requested to file their protocols with these two states. - Continuous.</p>
Rec.8/9	<p>Requirements for the use of SADIS to exchange OPMET data</p> <p>That, in the planning of the use of SADIS in the AFI Region, full advantage of the SADIS in the exchange of OPMET data be taken.</p>	<p>Continuous.</p>
Rec. 9/6	<p>Application of circuit control protocols between AFTN main centres</p> <p>That APIRG review the application of circuit control protocols between AFTN main centres so as to define a uniform system of interface control.</p>	<p>Assigned to COM/SG. Action completed. APIRG/13-WP/5 refers</p>

Rec. / Conc. No.	Title & Text	Follow-up action
Rec. 9/11	<p>Actualization of the VHF Frequency Utilization Plan</p> <p>That:</p> <p>a) APIRG keep under review the VHF frequency utilization plan at Appendix G to the report on Agenda Item 9, so that it may correspond better to the actual frequency utilization in AFI by States; and</p> <p>b) States when assigning VHF frequencies co-ordinate with ICAO Regional Offices in accordance with LIM AFI (COM/MET/RAC), 1988, Recommendation 8/3.</p>	<p>a) A proposal for revised VHF frequency utilization plan is submitted to APIRG/13. APIRG/13-WP/5 refers</p> <p>b) Referred to States.</p>
Conc. 10/6	<p>GNSS implementation - Africa-Indian Ocean Region Strategy</p> <p>That APIRG,</p> <p>a) finalize, as a matter of urgency, the strategy for the implementation of GNSS in the Africa-Indian Ocean Region, including ground and satellite-based augmentations systems (e.g. EGNOS, WAAS), taking due account of developments in adjacent regions;</p> <p>b) undertake proper liaison with certified GNSS service providers;</p> <p>c) give further consideration to the concept of “Multinational ICAO AFI Air Navigation Facility/Service” addressed in the Report under Agenda Item 14;</p> <p>d) identify and address as appropriate, possible sources of funding to facilitate GNSS implementation in the Africa-Indian Ocean Region;</p> <p>e) identify and address, to the extent possible, institutional and legal matters related to the GNSS implementation in the region; and</p> <p>f) monitor cost benefit analyses related to GNSS implementation scenarios.</p>	<p>APIRG/13-WP/8 refers</p> <p>a) A GNSS Strategy was adopted by APIRG/12. An amended version is submitted to APIRG/13.</p> <p>b) to f): Continuous.</p>

Rec. / Conc. No.	Title & Text	Follow-up action
Rec. 11/1	<p>Amendment to the Air Navigation Plan, Part III - Aeronautical Surveillance Plan</p> <p>a) That the table at Appendix B to the report of Agenda Item 11 form the basis for the development of an aeronautical surveillance plan (ASP) for the AFI Region;</p> <p>b) that APIRG complete the table in conformance with the CNS/ATM systems plan; and</p> <p>c) that ICAO develop the necessary explanatory notes to the proposed table.</p>	<p>APIRG/13-WP/8A refers.</p> <p>A surveillance plan is submitted to APIRG/13.</p>
Rec 12/32	<p>Production Responsibility for Sheets of the World Aeronautical Chart - ICAO 1:1 000 000 (FASID)</p> <p>That:</p> <p>c) APIRG examine the assignment of the production responsibility between the States concerned for the following sheets:</p> <p>2344-45, 2420-21, 2422, 2451, 2454-55, 2536-37, 2423, 2454-55-2536-37, 2570, 2574, 2658, 2659-60, 2660, 2662, 2663, 2664, 2691, 2692, 2693, 2694, 2695, 2696-97, 2697, 2780-81, 2781-82, 2784-85, 2785-86, 2812-13, 2813-14, 2814-15, 2816-17, 2817-18, 2905, 2906-07, 2935, 2936, 3052, 3155-56, 3173-74, 3278, 3297.</p>	<p>State letter was sent to the relevant States relating to this recommendation -</p> <p>APIRG to establish a Task force in this respect (cf. Conc. 6/38 of ATS/AIS/SAR/6)</p> <p>Continuous.</p>

Rec. / Conc. No.	Title & Text	Follow-up action
Rec 12/39	<p>Development of a Cohesive AFI Region, Air Navigation Plan concerning AIS Automation (FASID)</p> <p>That the AIS Task Force of the Africa planning and implementation regional group (APIRG) be tasked with the development of a cohesive air navigation plan concerning AIS automation. In the development of the detailed plan, the task force would take into due account the basic principles provided in the Air Navigation Plan (ANP) as well as method of application provided in the associated Facilities and Services Implementation Document (FASID), concerning AIS automation in the AFI Region.</p>	<p>The first meeting of AIS TF was held in April 2000 and the report was considered by the ATS/AIS/SAR Sub-group. This result is in Report of ATS/AIS/SAR Group to APIRG/13 - WP/6.</p>
Conc. 13/1	<p>Further development of the AFI CNS/ATM Implementation Plan</p> <p>That the APIRG continue the evolutionary development of the AFI CNS/ATM plan, taking into account the comments developed by the technical bodies of the AFI/7 RAN Meeting as well as the revised Global CNS/ATM Plan to be made available in July 1997.</p>	<p>Continuous. APIRG/13-WP/8 refers.</p>

Rec. / Conc. No.	Title & Text	Follow-up action
Conc. 13/5	<p>Completion of the work by APIRG related to the AFI GNSS Strategy</p> <p>That the APIRG:</p> <ul style="list-style-type: none"> a) further develop a GNSS strategy for the AFI Region, based on the outcome of AFI/7 and studies on augmentation scenarios; b) update the material on expected use of GNSS on the basis of the outcome of AFI/7; c) develop criteria for the approval of aircraft operations using GNSS, giving consideration to the needs of all phases of flight, for enroute navigation in oceanic areas and continental areas and for terminal area navigation; d) on a priority basis, consider augmentation scenarios, based on developments in other regions, including the use of GPS, GLONASS, WAAS and EGNOS; and e) examine the planning of early implementation of local differential stations to augment GNSS so as to provide precision approach capability. 	<p>Assigned to the CNS/ATM/IC/SG See APIRG/13-WP/8B for report.</p> <ul style="list-style-type: none"> a) Refer to Concl. 10/6 above. b) Completed. c) Completed: APIRG/13 WP/8B contains proposals. d) Completed with Phase II of the GNSS Study; e) Included in time work programme of CNS/ATM/IC/SG and the AFI GNSS Strategy.
Conc. 14/1	<p>Assessment and reporting methodology for air navigation shortcomings and deficiencies</p> <p>That APIRG use the methodology contained in Appendix A to the Report on Agenda Item 14 for identification, assessing, tracking and reporting of shortcomings and/or deficiencies of the air navigation systems in the AFI region.</p>	<p>Approved methodology in use by all APIRG contributory bodies. Proposal by DCA Meeting (January 2001) to establish an AFI Air Navigation Safety Board.</p>

Rec. / Conc. No.	Title & Text	Follow-up action
Rec.14/2	<p>Data bases of shortcomings and deficiencies of the air navigation systems</p> <p>That:</p> <p>a) ICAO develop a data base on shortcomings and deficiencies of the air navigation systems keeping in mind its relationship to the databases used for the purposes of planning and implementing air navigation systems;</p> <p>b) States and international organizations concerned be urged to provide the necessary information to sustain a data base on shortcomings and deficiencies of the air navigation systems in the AFI Region; and</p> <p>c) States and international organizations concerned be urged to provide the necessary information to sustain a data base on CNS/ATM planning and implementation through APIRG.</p>	Continuous

Rec. / Conc. No.	Title & Text	Follow-up action
Rec.14/3	<p>Institutional strategies for addressing shortcomings in the airports and air navigation systems of the AFI Region</p> <p>That:</p> <p>a) States which have not yet done so should consider establishing autonomous authorities to manage their major airports and/or their air navigation facilities taking into account guidance material contained in <i>ICAO Doc 9562 - Airport Economics Manual, Doc 9161 - Manual on Route Air Navigation Facility Economics and Doc 9082/4 - Statements by the Council to contracting States on Charges for Airports and Air Navigation Services</i>;</p> <p>b) in establishing an autonomous civil aviation authority or an air navigation services authority, the roles of government, board of directors and management be clearly identified and that the authority be given adequate autonomy to operate according to sound business principles with appropriately qualified personnel;</p> <p>c) user charges be used exclusively to support civil aviation activities only;</p> <p>d) the decision to establish an authority be based on a feasibility study identifying potential improvements in efficiency and financial results to be gained therefrom and describing how these could be realized;</p> <p>e) States consider, as one of the alternatives of addressing the air navigation related deficiencies, the creation of regional and sub-regional operating agencies to jointly manage their air navigation facilities and services. This would facilitate the implementation of the CNS/ATM Systems;</p>	<p>Continuous. Several studies planned or are on-going.</p> <p>Many autonomous authorities formed and are functioning well. Many more to be formed soon after the studies.</p> <p>Several studies conducted for and on behalf of the States by ICAO and others. SADC study ongoing. EAC study to start soon.</p>

Rec. / Conc. No.	Title & Text	Follow-up action
	<p>f) ICAO consider establishing a mechanism for assisting States, on request, to implement the institutional strategies proposed in this paper for addressing shortcomings in the airports and air navigation systems in the AFI Region;</p> <p>g) regular and systematic consultations be conducted with users related to operational and financial issues so as to ensure that the facilities and services provided remain fully responsive to the operational requirements and that charges are determined on the basis of fair and reasonable costs;</p> <p>h) States, with limited civil aviation activities, consider the establishment of a single autonomous civil aviation authority for major airports as well as on air navigation services instead of two separate authorities;</p> <p>i) ICAO, in co-ordination with the States, regional and sub-regional organizations make arrangements to generate the necessary political will at the highest level possible needed to sustain the implementation of the new ICAO CNS/ATM systems in the AFI Region.</p>	<p>ICAO has assisted in a number of studies: Malawi</p> <p>Studies planned in Rwanda and Comores.</p>
Rec.14/4	<p>Informal Co-ordination Meetings of States to harmonize Communications Navigation Surveillance/Air Traffic Management (CNS/ATM)</p> <p>That States, in co-ordination with international organizations concerned convene informal meetings from time to time to ensure the harmonization of CNS/ATM implementation plans at interfaces.</p>	<p>Implemented. ICGs have been established in all areas of routing.</p>
Conc. 14/5	<p>Co-operative approach to the implementation of air navigation services</p> <p>That the African (<i>AFI</i>) Planning and Implementation Regional Group (APIRG) explore ways and means, to be used by States, to develop structures to facilitate the harmonization needed to further improve the levels of service in the AFI Region taking into account the expertise of ICAO in administering regional co-operative agreements.</p>	<p>Continuous</p>

Rec. / Conc. No.	Title & Text	Follow-up action
Rec.14/6	<p>Guidelines on the establishment and provision of multinational facilities or services</p> <p>That:</p> <p>a) the general guidelines on the establishment and provision of multinational ICAO AFI air navigation facilities and services contained in Appendix B to the report on Agenda Item 14 be incorporated in the AFI Air Navigation Plan (ANP) for use in the AFI Region; and</p> <p>b) the possibility be examined for establishing in the AFI Region, in co-operation with ICAO, multinational mechanisms for financing the implementation of civil aviation systems where required in the region taking into consideration the experience gained in other regions such as the Icelandic and Danish Joint Financing Agreements for the provision of air navigation services in the North Atlantic Region.</p>	Continuous

Rec. / Conc. No.	Title & Text	Follow-up action
Rec.14/7	<p>Regional human resource planning and training needs</p> <p>That:</p> <ul style="list-style-type: none"> a) training needs be established on regional and sub-regional levels; b) priority be given to maintaining and upgrading, where required, the existing regional training infrastructures and the quality of courses offered; c) more emphasis be given to refresher training and to providing a working environment conducive to retaining the staff trained; d) States within the AFI Region be encouraged to participate in particular in the ICAO TRAINAIR Programme; and e) the Africa-Indian Ocean Planning and Implementation Regional Group (APIRG) be requested to give this matter its fullest attention in order to support the work of the Secretariat Study Group established to create a common framework which would facilitate human resource and training planning. 	<p>Proposal to establish of a Human Factors Task Force (cf. Conc. 6/47 of ATS/AIS/SAR/SG/6).</p> <p>Continuous</p>
Rec.14/12	<p>Installation of Very Small Aperture Terminal (VSAT) stations to receive WAFS data via SADIS and International Satellite Communications System (ISCS) satellite broadcasts</p> <p>That States install, as a matter of urgency, VSAT stations to receive WAFS data and products via SADIS or ISCS satellite broadcasts from the world area forecast centre concerned.</p>	<p>Continuous.</p>

Rec. / Conc. No.	Title & Text	Follow-up action
Conc. 14/13	<p>Implementation of the international airways volcano watch and the tropical cyclone warning system in the AFI Region</p> <p>That, APIRG monitor and co-ordinate the implementation of the international airways volcano watch and the tropical cyclone warning system and, in particular, the issuance of necessary advisory and SIGMET information for these phenomena in the AFI Region.</p>	Continuous. APIRG/123-WP/143 refers
Rec. 14/20	<p>Means of implementation of the Aeronautical Fixed services (AFS) Circuits</p> <p>That:</p> <ul style="list-style-type: none"> a) In deciding on implementation means for aeronautical fixed services, the following guidelines be followed: <ul style="list-style-type: none"> i the aeronautical fixed service requirements should be implemented utilising common carriers (leased circuits) where these are cost-effective and reliable; ii for most of the AFI Region, recourse should be taken to commercially available Very Small Aperture Terminal (VSAT) networks to implement AFS requirements. Ground based links would be used where offering the required degree of efficiency and reliability; iii where dedicated aeronautical systems are implemented, (nationally or regionally), these must interface with the correspondents via public systems where possible; and iv to minimise costs and enhance implementation, fixed service requirements should be multiplexed on single digital carriers where appropriate. 	Regional Offices follow-up with provider states and the COM/SG monitored. APIRG/12-WP/5 refers.

Rec. / Conc. No.	Title & Text	Follow-up action
Rec. 14/20	<p>b) Where common carriers are provided by government agencies, States should ensure that these agencies:</p> <p>i give the highest priority to the implementation and ensure the highest degree of reliability of all aeronautical circuits;</p> <p>ii give special consideration to the reliability of trunk circuits between the Post Telephone and Telegraph (PTT) centres and airports;</p> <p>iii ensure priority restoration of service in the event of breakdown; and</p> <p>iv apply preferential tariffs to aeronautical and meteorological administrations.</p>	Regional Offices follow-up with provider states and the COM/SG monitored.

Rec. / Conc. No.	Title & Text	Follow-up action
[LIM/AFI Rec. 10/36]	<p>Implementation of ATS D/S Circuits</p> <p>States accord special priority to the implementation of ATS direct speech (DS) circuits and should use the following priority criteria as a planning basis for the implementation of ATS/DS circuits:</p> <p><i>First Priority:</i> ATS/DS circuits between ATS units providing service in contiguous airspace where air traffic control service is being provided or is required;</p> <p><i>Second Priority:</i> ATS/DS circuits between an aerodrome located close to an FIR boundary and the FIC/ACC located in the adjacent FIR;</p> <p><i>Third Priority:</i> ATS/DS circuits between adjacent FICs/ACCs providing ATS along routes where neither air traffic advisory service is provided; and</p> <p><i>Note:</i> <i>APIRG establish and maintain detailed priority lists for implementation of individual ATS/DS circuits including target dates for the implementation of “Priority One’ circuits, bringing all changes to the attention of States concerned.</i></p>	<p>Regional Offices to follow-up with provider States and APIRG ATS/AIS/SAR/SG. State letter sent out based on the Report of the ATS/AIS/SAR/SG/6. Good progress has been achieved. - Continuous.</p>

FOLLOW-UP ACTION ON APIRG/11 MEETING CONCLUSIONS AND DECISIONS

Conc./ Dec. No.	TITLE &Text	Follow-up action
Conc. 11/1	<p>Regular follow-up of the results of AFI/7 RAN meeting and report to APIRG</p> <p>That the ICAO Regional Offices serving the AFI Region regularly monitor the implementation of the outcome of AFI/7 report by States through mission to States and correspondence and provide regular reports to APIRG meetings.</p>	Continuous
Conc. 11/2	<p>Review of States' Civil Aviation Establishments</p> <p>That ICAO Regional Offices serving the AFI Region continue their efforts to assist AFI States to review their civil aviation establishments making use of AFI/7 recommendations 14/3 (institutional strategies for addressing shortcomings in the airports and air navigation systems of the AFI Region) and 14/6 (guidelines on the establishment and provision of multinational facilities or services) with a view to deciding whether any improvements could be made to their resources and capabilities in order to better cope with the obligations they have to implement the various elements of the AFI ANP.</p>	Continuous
Conc. 11/4	<p>Implementation of AFS circuits between Dakar and Roberts FIRS</p> <p>That States concerned be urged to pursue their efforts towards the early implementation of the AFS circuits between Dakar and Roberts FIRS.</p>	Completed. AFS circuits between Dakar and Roberts FIRs implemented

Conc./ Dec. No.	TITLE &Text	Follow-up action
Dec. 11/5	<p>Proposal for AFI EGNOS Test Bed</p> <p>That APIRG :</p> <p>a) accept the initiative for an EGNOS test bed in the AFI Region to conduct operational trials and demonstrations on SBAS;</p> <p>b) task the CNS/ATM/IC/SG to coordinate, as appropriate, the trials and demonstrations with the European GNSS secretariat, the AFI States to be involved for the ground elements and to document the results for consideration by APIRG/12; and</p> <p>c) accept any initiative by other SBAS providers to conduct similar trials and demonstrations with the AFI Region under similar arrangements as in b).</p>	<p>Continuous. APIRG/13 - WP/8B refers</p> <p>An AFI/EUR GNSS Working Group has been established. Held its first meeting in May 2001.</p>
Conc. 11/6	<p>Facilitation of the AFI SBAS trials and demonstrations</p> <p>That:</p> <p>a) AFI States concerned with the AFI SBAS trials and demonstrations, facilitate to the extent practicable the importation, installation and operation of the ground elements;</p> <p>b) African airlines make arrangements to participate in the trials.</p>	<p>Continuous. AFI States, African Airlines (AFRAA) informed accordingly</p>
Conc. 11/7	<p>Participation of States at ICG meetings</p> <p>That:</p> <p>a) ICGs meetings be convened as a matter of priority in order to foster implementation of the AFI CNS/ATM plan; and</p> <p>b) States take the necessary steps to actively and regularly participate in ICGs meetings of the areas of routing covering their territory.</p>	<p>Completed. ICG meetings of relevant areas convened</p>

Conc./ Dec. No.	TITLE &Text	Follow-up action
Conc. 11/8	<p>Urgent implementation or improvement of COM facilities</p> <p>That States concerned, as a matter of urgency:</p> <p>a) implement the AFTN main circuits Brazzaville/Nairobi, Brazzaville/Johannesburg and Johannesburg/Nairobi;</p> <p>b) improve the main circuit Algiers/Niamey; and</p> <p>c) implement the ATS/DS circuits shown at Appendix D to the report; and</p> <p>d) extend VHF coverage as indicated at Appendix D.</p>	Superseded by APIRG Conclusions 12/9, 12/10, 12/8, 12/15, 12/16 - Johannesburg/Nairobi has been implemented. see APIRG/13-WP/11.
Dec. 11/11	<p>Follow up of ITU WRC-97</p> <p>That the CNS/SG:</p> <p>a) survey fixed service assignments in the band 1 559 - 1 610 MHZ in the AFI Region; and</p> <p>b) keep under review topics of interest to civil aviation on the agenda of the ITU WRC-99 so that States may be advised on those issues.</p>	<p>a) Completed. APIRG/13 - WP/5 refers</p> <p>b) Continuous.</p>
Dec. 11/12	<p>Information to APIRG and ICAO subsidiary bodies on developments in the new ICAO CNS/ATM systems and other air navigation fields.</p> <p>That the secretariat should regularly inform the APIRG and its subsidiary bodies of technical and operational developments in the new ICAO CNS/ATM systems and other air navigation fields dealing with their terms of reference as well as of relevant developments within other planning and implementation regional groups.</p>	Continuous. Reports of relevant subgroups of APIRG refer

Conc./ Dec. No.	TITLE &Text	Follow-up action
Conc. 11/13	<p>Implementation of Minimum Safe Altitude Warning (MSAW) system</p> <p>That in view of the recognized potential for the enhancement of flight safety of the MSAW system:</p> <p>S States having automatic safety alert capability should, as soon as possible, utilize the features of the system;</p> <p>S States intending to install automated radar terminal system ensure that the system is fully exploited and capable of ensuring the MSAW service;</p> <p>S APIRG monitor the progress of implementation of MSAW in the AFI Region.</p>	<p>Continuous. Renewed follow-up on State letter AN 11/1-1.24-97/91 dated 12 December 1997</p> <p>Included in Aeronautical Surveillance Plan. APIRG/13 WP/8A refers.s</p>

Conc./ Dec. No.	TITLE &Text	Follow-up action
Dec. 12/1	<p>Carriage and operation of pressure-altitude reporting SSR transponders and airborne collision avoidance system (ACAS) in the AFI region</p> <p>That a Task Force be established in order to evaluate the potential problems associated with the lack of implementation of pressure-altitude reporting transponders and ACAS II in the AFI region and to develop a draft AIC in order to assist states with the implementation process. The terms of reference and composition of this task force are as follows :</p> <p>1. Terms of Reference</p> <p>a) To study the potential problems associated with the lack of implementation of AFI/7 RAN Meeting Recommendation 5/23 concerning the carriage and operation of pressure-altitude reporting SSR transponders and ACAS II in the AFI Region with effect from 1 January 2000, also taking into account implementation strategies being adopted in other regions.</p> <p>b) To develop a strategy for ACAS II in the AFI Region.</p> <p>c) To develop a draft AIC in order to assist States in a harmonized implementation process.</p> <p>d) To report to ATS/AIS/SAR/SG/6 meeting.</p> <p>2. Membership</p> <p>Morocco, Senegal, South Africa, Spain, ASECNA, IATA and IFALPA.</p>	<p>This Task is assigned to ATS/AIS/SAR/SG (May 2000). The status of implementation is included in the ATS/AIS/SAR Sub-group under APIRG/13 - WP/6. - Continuous.</p>
Conc. 12/2	<p>Publication of ACAS II regulations</p> <p>That States which have not published their regulations for ACAS II should do so as a matter of urgency</p>	<p>State letter was sent out based on the material on Dec 12/1 above. Some States have implemented this requirement. - Continuous.</p>

Conc./ Dec. No.	TITLE &Text	Follow-up action
Conc. 12/3	<p>Planning of en-route alternate aerodromes</p> <p>That additional consultations with States by the ICAO secretariat continue in order to obtain information related to the en-route alternate aerodromes to meet the needs of extended range operations by twin engine aeroplanes (ETOPS)</p>	Continuing. Little progress.
Dec.12/4	<p>Table AOP</p> <p>That the table AOP 1 when amended be proposed to form part of the AFI FASID now under preparation.</p>	Draft FASID produced. Review in progress.
Conc. 12/5	<p>Implementation of Visual Aids.</p> <p>That States ensure adequate resources are made available so that the required visual aids are implemented adequately in accordance with Annex 14, Volume I Standards and Recommended Practices (SARPS)</p>	Continuing. Improvements observed due to institutional strategies adopted.
Conc. 12/6	<p>Aerodromes Emergency Planning</p> <p>That:</p> <p>a) States establish emergency plans for all international aerodromes commensurate with the type of operation at those aerodromes and inform the respective ICAO Office;</p> <p>b) States conduct exercises at intervals called for in Annex 14, Volume I, (two years for a full scale exercise and one year for a partial exercise) and submit reports to the respective ICAO Office;</p> <p>c) States keep the emergency plans under constant review in accordance with specifications in Annex 14, Volume I;</p> <p>d) ICAO Regional Offices continue to assist States in the establishment of their aerodrome emergency plans; and</p> <p>e) ICAO continue to organise aerodrome emergency planning workshops at Regional Offices but also within States or groups of States when requested.</p>	<p>Continuing.</p> <p>Continuing.</p> <p>Continuing.</p> <p>Regional Offices have assisted when requested.</p> <p>Several workshops have been conducted. Dar-es-Salaam - Banjul 2000</p>

Conc./ Dec. No.	TITLE &Text	Follow-up action
Conc. 12/7	<p>Year 2000 (Y2K) date change computer problem for AOP matters</p> <p>That :</p> <p>a) The secretariat continue its effort to obtain from States, as a matter of urgency, reply to the ICAO questionnaire on level of preparedness and assist them as much as possible.</p> <p>b) States make appropriate assessments on compliance status of their aerodrome services at designated international and alternate aerodromes and provide this information to other States, airspace users and ICAO.</p> <p>c) States when acquiring new equipment make sure that a clause for Y2K compliance is added in the contract documents and is followed up closely during receipt of the equipment.</p>	Completed.
Conc. 12/8	<p>Alger/Niamey main AFTN circuit</p> <p>That States concerned:</p> <p>a) improve the availability of the Alger/Niamey main AFTN circuit urgently; and</p> <p>b) agree on a bilateral technical solution including upgrading the modulation rate to a minimum of 1200 bps.</p>	No change. VSAT solution envisaged.
Conc. 12/9	<p>Brazzaville/Nairobi main AFTN circuit</p> <p>That Kenya and ASECNA implement as a matter of urgency a satellite AFTN circuit Brazzaville/Nairobi.</p>	Not yet implemented.

Conc./ Dec. No.	TITLE &Text	Follow-up action
Conc. 12/10	<p>That ASECNA and South Africa provide as a matter of urgency</p> <p>a) At Brazzaville: an SADC VSAT compatible terminal pointed to INTELSAT Satellite 604</p> <p>b) At Johannesburg:</p> <p>i) A SATCOM ASECNA VSAT terminal pointed to INTELSAT Satellite 70 ; and</p> <p>ii) A new SADC VSAT terminal for ATS/DS circuits.</p> <p><i>Note: 1) With the above, implementation of the following AFS requirements will be facilitated:</i></p> <p><i>AFTN: Brazzaville/Johannesburg and Antananarivo/Johannesburg:</i></p> <p><i>ATS/DS: 1) Brazzaville /Luanda and potentially Brazzaville/Kinshasa.</i></p> <p><i>2) Connectivity with Indian Ocean Zone : Antananarivo/Beira, Antananarivo/Dar Es Salaam and Antananarivo/Mauritius</i></p>	Not implemented. Negotiations still going on between the two parties.
Conc. 12/11	<p>Interconnectivity between VSAT networks</p> <p>That entities responsible for the operation of sub-regional VSAT networks be urged to ensure that interconnection between networks are implemented expeditiously so that the benefits of such networks are explored to the full and major shortcomings in the provision of fixed service are eliminated.</p>	Continuous. AFI/7 RAN Rec. 14/20 refers.

Conc./ Dec. No.	TITLE &Text	Follow-up action
Conc. 12/12	<p>AFI AFTN circuits availability</p> <p>That states concerned:</p> <p>a) take remedial action as a matter of high priority to overcome deficiencies of main AFTN circuits;</p> <p>b) implement as a matter of priority the remaining circuits by 30 march 2000.</p> <p>c) improve AFTN circuits reliability above the threshold of 97%; and</p> <p>d) provide Regional Offices with monthly availability data on all main and tributary circuits under their responsibility.</p>	<p>Continuous. APIRG/13 WP/5 refers.</p> <p>Very few States provide information on availability of AFTN circuits.</p>
Conc. 12/13	<p>Upgrading the data rate for main AFTN circuits</p> <p>That the data rate for all the main AFTN circuits in the AFI region be upgraded to a minimum of 1200 bps as soon as possible.</p>	<p>On-going. APIRG/13, WP/5 refers.</p> <p>7 circuits implemented. 17 circuits to be implemented.</p>
Conc. 12/14	<p>Bujumbura/goma AFTN circuit</p> <p>That Bujumbura/Goma AFTN circuit be included in the rationalized AFTN plan for the AFI region.</p>	<p>Amendment proposal circulated.</p> <p>No reply received from main parties.</p>
Conc. 12/15	<p>Implementation of the ATS/DS circuits plan</p> <p>That :</p> <p>a) States concerned implement as a matter of priority the remaining ATS/DS circuits by 30 march 2000, taking into account AFI7 recommendation 9/8;</p> <p>b) Alternative satellite telephone dial up systems be provided to ATS units where dedicated ATS/DS circuits are not implemented or operating with deficiency; and</p> <p>c) Communications via portable satellite telephones be systematically recorded.</p>	<p>a) Continuous. Little progress achieved. APIRG/13 WP/11 refers.</p> <p>b) Implemented in a number of FIRs.</p>

Conc./ Dec. No.	TITLE &Text	Follow-up action
Conc. 12/16	<p>VHF coverage extension in the AFI Region</p> <p>That States conclude agreements for hosting on their national territory remote VHF facilities operated by adjacent States.</p>	Continuous. Implemented in ASECNA States.
Conc. 12/17	<p>Availability of en route VHF facilities</p> <p>That States collect statistics on availability of en route VHF facilities in January, April, July and October of each year and communicate the results to the ICAO Regional Offices concerned.</p>	Very difficult to implement by States. Should be cancelled.
Conc. 12/18	<p>Amendment to the AFI anp (Doc. 7474) - Table ATS 1</p> <p>That ATS routes indicated at Appendix E to the report of APIRG/12 Meeting on Agenda Item 4 be included in Table ATS 1 of the AFI Air Navigation Plan (Doc 7474)</p>	Table ATS 1 was amended to include these routes and new route designators assigned accordingly. States advised of these new designators and requested to implement. Action completed.
Conc. 12/19	<p>Implementation of ATS Routes</p> <p>That :</p> <p>a) States that have not already done so, implement the ATS routes indicated at Appendix F of the report of APIRG/12 meeting on agenda item 4, as soon as possible but not later than 2 December 1999;</p> <p>b) whenever necessary, implementation of ATS routes passing through contiguous FIRS be discussed within the framework of informal consultations and meetings with adjacent States or Organizations concerned in order to coordinate calculations, procedures and simultaneous implementation dates.</p>	As above
Conc. 12/20	<p>Provision of area control Service</p> <p>That the States which have not done so, implement as soon as possible, but not later than 1 January 2000 area control service</p>	As above

Conc./ Dec. No.	TITLE &Text	Follow-up action
Conc. 12/21	<p>Reporting and investigation of ATS incidents</p> <p>That States which have not done so, expedite the implementation of provisions relating to the reporting and investigation of ATS incidents as advocated by AFI/7 RAN meeting recommendation 5/26.</p>	A State letter was sent out on the subject. Subject was considered by ATS/AIS/SAR SG. Result - refer APIRG/13 - WP/6. - Continuous.
Conc. 12/22	<p>ATC Refresher courses</p> <p>That States give priority to the proficiency of air traffic controllers by conducting refresher courses.</p>	A State letter was sent out on the subject. Subject was considered by ATS/AIS/SAR/SG/6 (cf. Conc. 6/48).. Result - refer APIRG/13 - WP/6. - Continuous.
Conc. 12/23	<p>Uniform application of ATS proficiency assessment and standard auditing procedures</p> <p>That States which have not done so, introduce as soon as possible the ATS proficiency assessment and auditing procedures using the guidelines at Appendix G to APIRG/12 report on agenda item 4.</p>	A State letter was sent out on the subject. Subject was considered by ATS/AIS/SAR/SG/6 (cf. Conc. 6/50).. Result - refer APIRG/13 - WP/6. - Continuous.

Conc./ Dec. No.	TITLE &Text	Follow-up action
Dec. 12/24	<p>Establishment of an Airspace Management Task Force</p> <p>That an airspace management task force be established with the following terms of reference, work programme and composition:</p> <p style="text-align: center;"><i>Terms of reference and composition of the Airspace Management Task Force (ASM/TF)</i></p> <p>a) <i>Terms of Reference</i> An airspace management Task Force be established within the framework of the ATS/AIS/SAR Sub-Group in order to explore ways and means of finding operations solutions to some pressing problems affecting the safety of air navigation in the region and to propose operational solutions.</p> <p>b) <i>Work Programme</i></p> <p>i) To review the existing ATS airspaces in the AFI Region (ATS routes, TMAs, Control Zones etc..) and to identify significant enhancements that could be made to enhance safety and efficiency and to propose pragmatic operational solutions in the regard;</p> <p>ii) To study problems associated with the implementation of WGS-84 (co-ordinates of reporting points, etc...)</p> <p>iii) To review the assignment of significant points which have not been assigned five-letter name-code designators, and identify any proposed changes as appropriate;</p> <p>iv) To identify hot spots and bottlenecks where significant ATS incidents have been reported and propose solutions.</p>	ASM TF met April 2001 - Report was considered by ATS/AIS/SAR SG/6. The results are contained in the APIRG/13 - WP/6. - Continuous.

Conc./ Dec. No.	TITLE &Text	Follow-up action
	<p>c) Composition</p> <p>Algeria, Angola, Burkina Faso, Chad, Côte d'Ivoire, Democratic Republic of Congo, Egypt, Eritrea, Gabon, Ghana, Kenya, Madagascar, Mali, Morocco, Niger, Nigeria, Senegal, Spain, South Africa, Togo, Tunisia, ACAC, ASECNA, IATA, IFALPA, and IFATCA.</p> <p>d) Rapporteur</p> <p>At its first meeting the Task Force will appoint its rapporteur and will submit its report to the next ATS/AIS/SAR Sub-Group meeting.</p>	
Conc. 12/25	<p>Distribution of Critical AIS Information</p> <p>That the ICAO Regional Offices concerned pursue the follow-up action on implementation of the AFI/7 RAN Meeting Recommendations 12/4 (Publication of the AIP in the new format) and 12/23 (preflight information service), conclusions 12/9 (activation of designated areas) and 12/10 (use of trigger NOTAM).</p>	State letter sent out. Issue revisited and ATS/AIS/SAR SG/6. Outcome is contained in APIRG/13 - WP/6. - Continuous.
Conc. 12/26	<p>Responsibility for the production of chart ICAO 1:100 000</p> <p>That the ICAO Regional Offices concerned:</p> <p>a) call the attention of the States concerned to the fact that those States which have the responsibility for the production of the relevant sheets of the world aeronautical chart - ICAO 1: 1 000 000 are no longer in a position to continue the production of the following sheets: 2344-45, 2420-21, 2422, 2451, 2454-55, 2536-37, 2423, 2454-55, 2536-37, 2570, 2574, 2658, 2659-60, 2660, 2662, 2663, 2664, 2691, 2692, 2693, 2694, 2695, 2696-97, 2697, 2780-81, 2781-82, 2784-85, 2785-86, 2812-13, 2813-14, 2814-15, 2816-17, 2817-18, 2905, 2906-07, 2935, 2936, 3052, 3155-56, 3173-74, 3278, 3297.</p> <p>b) initiate consultations with States covered by the above-mentioned sheets with a view to identifying those States that could accept to produce their own sheets and/or provide assistance to other States in this respect.</p>	State letter sent out. Issue revisited and ATS/AIS/SAR SG/6. Outcome is contained in APIRG/13 - WP/6. - Continuous.

Conc./ Dec. No.	TITLE &Text	Follow-up action
Conc.27	<p>Dissemination of AIS products</p> <p>That given the difficulties experienced in the dissemination of AIS products due to AFTN deficiencies, States use additional means of communication such as internet (TCP/IP) to make available the relevant AIS products.</p>	State letter sent out. Issue revisited and ATS/AIS/SAR SG/6. Outcome is contained in APIRG/13 - WP/6. - Continuous.
Conc. 12/28	<p>Implementation of WGS-84</p> <p>That States which have not done so, expedite the implementation of WGS-84 within their FIRS in accordance with ICAO provisions.</p>	State letter sent out. Issue revisited and ATS/AIS/SAR SG/6. Outcome is contained in APIRG/13 - WP/6. - Continuous.
Dec. 12/29	<p>The AIS Automation Task Force</p> <p>That the AIS Task Force established pursuant to APIRG/10 decision 10/16 expedite their work and report to the ATS/AIS/SAR/SG/6 Meeting.</p>	The AIS Automation TF met in April 2000. Report considered by ATS/AIS/SAR SG/6. Result contained in APIRG/13 - WP/6. - Continuous.
Conc. 12/30	<p>Provision Of Search And Rescue Services</p> <p>That States accord high priority for the implementation of ICAO provisions in respect of Search and Rescue Services.</p>	State letter sent out. Follow-up ATS/AIS/SAR SG/6. Result contained in APIRG/13 - WP. - SAR Seminar conducted November 2000. Continuous.
Conc. 12/31	<p>Inclusion of table MET 7 of authorized SADIS users in the AFI FASID</p> <p>Table MET 7 authorized SADIS users as given in Appendix H to this report, following coordination with States concerned and other modifications as required, be included in the AFI FASID.</p>	Action completed
Conc. 12/32	<p>AFI requirements for WAFS products - final phase of WAFS</p> <p>That, the tables MET 5 and MET 6 at Appendix I to this report and introductory text to Part IV - Meteorology of the AFI ANP be included in the AFI FASID and Basic ANP documents.</p>	Action completed
Conc. 12/33	<p>AFI Transition Plan and Procedures towards the WAFS final phase</p> <p>That the transition plan and procedures for transfer of responsibilities from RAFCS Dakar, Las Palmas and Nairobi to the WAFC London be as given at Appendix J to this report.</p>	Action completed

Conc./ Dec. No.	TITLE &Text	Follow-up action
Conc. 12/34	<p>Feedback on SIGWX charts to London WAFC</p> <p>That States receiving SIGWX from WAFC London provide feedback on a timely manner to the WAFC on their findings on the accuracy of the SIGWX test charts received.</p>	Continuing
Dec. 12/35	<p>SADIS Strategic Assessment Tables</p> <p>That APIRG tasks its MET sub-group to maintain the SADIS strategic assessment tables at Appendix K on an annual basis and forward them to the SADISOPSG in time for each SADISOPSG meeting.</p>	Action completed
Conc. 12/36	<p>Study on the collection/dissemination of AIS information on the SADIS broadcast called for by EANPG conclusion 38/25.</p> <p>That:</p> <p>That the collection/dissemination of AIS information on the SADIS was technically feasible;</p> <p>a) the study could not be taken any further in the absence of an operational requirement specifying the type of ais information which might be collected/disseminated; and</p> <p>b) the study should be discontinued pending the statement of an operational requirement by one of the PIRGS concerned.</p>	Action completed
Dec. 12/37	<p>Collection/dissemination of AIS information on SADIS</p> <p>That the APIRG refer the subject of collection/dissemination of AIS information on SADIS to its ATS/AIS/SAR Sub-group for study of operational requirements.</p>	Action completed
Conc. 12/38	<p>Technical and Financial Commitment to SADIS</p> <p>That, States under the coverage of the SADIS footprint, be encouraged to consider implementation of the SADIS component of the AFS, and their technical and financial commitment to SADIS.</p>	Action completed

Conc./ Dec. No.	TITLE &Text	Follow-up action
Conc. 12/39	<p>OPMET data bank for the AFI Region</p> <p>That, in order to improve exchanges, ICAO study the possibility of establishing one or two OPMET data bank(s) in the AFI Region preferably where two-way SADIS VSAT are located.</p>	Continuing, APIRG/13-WP/7 refers
Conc. 12/40	<p>Training in the preparation and issuance of volcanic ash advisories and SIGMETs</p> <p>That, States concerned should conduct regular exercises in cooperation with their VAAC at their meteorological watch offices (MWOs) on the preparation and issuance of volcanic ash advisories and SIGMETs in order to keep their aeronautical meteorological forecasters current with the procedures.</p>	Continuing
Conc. 12/41	<p>Year 2000 (Y2K) computer problem</p> <p>That:</p> <p>a) telecommunications circuits such as SITA and WMO Global Telecommunications System (GTS) be part of the contingency planning for the Y2K computer problem for exchange of OPMET.</p> <p>b) OPMET information should also be concentrated at existing two-way SADIS VSAT station in Johannesburg (Pretoria) for uplink to WAFC London.</p>	Action completed
Conc. 12/42	<p>Cost Recovery for Aeronautical Meteorological Services Provided to Aviation</p> <p>That, States having difficulties in cost recovery of their meteorological services provided to aviation, make adequate institutional arrangements to ensure that meteorological services benefit from these charges. The funds should then be used to improve aeronautical meteorological services.</p>	Action completed
Dec. 12/43	<p>Participation of Australia, India and Maldives in the activities of the AR10 ICG</p> <p>That Australia, India and Maldives be invited to participate in the activities of the AR10 Implementation Coordination Group (AR10-ICG) for coordination purposes of the AFI and Asia/PAC CNS/ATM Plans</p>	Action completed

Conc./ Dec. No.	TITLE &Text	Follow-up action
Conc. 12/44	<p>Longitudinal Separation</p> <p>That States take all necessary steps so that uniform 10 minute longitudinal separation minima be applied at the AIRAC date of 23 march 2000.</p>	Continuing pending elimination of outstanding shortcomings/deficiencies.
Conc. 12/45	<p>National CNS/ATM bodies, focal points of contact and ICG coordinators</p> <p>That :</p> <p>a) State air navigation service providers, which have not yet done so, establish a national CNS/ATM body;</p> <p>b) the head of this body be designated as the focal point of contact for purposes of coordination with the relevant ICG coordinators;</p> <p>c) if a State is elected as ICG coordinator of one of the 10 areas of routing in the AFI region, the national focal point of contact referred to in (b) above be designated as the ICG coordinator or appoints a suitable person to act as area of routing coordinator; and</p> <p>d) ICAO provide to States and international organizations concerned with the list of coordinators and their contacts.</p> <p><i>Note: The terms of reference of the ICG Coordinators are as follows: The ICG coordinator will be responsible to initiate and coordinate actions required to carry out implementation as mentioned in the worksheets among all concerned; facilitate the elimination of shortcomings and deficiencies as noted in the ICG meetings; report to the CNS/ATM sub-group on progress and eventual constraints being experienced, or on any other matters of concern; and to assist States as required.</i></p>	On going. APIRG/13-WP/8 refers.
Conc. 12/46	<p>Amendment to the AFI CNS/ATM Implementation Plan Doc 003</p> <p>That the AFI CNS/ATM Implementation Plan (Doc.003) be amended on the basis of the documentation reviewed by APIRG/12 and circulated to States</p>	Action completed.
Conc. 12/47	<p>Implementation plan for the AFI GNSS</p> <p>That the implementation plan for the AFI GNSS be that at Appendix L to the report on agenda item 4.</p>	Action completed.

Conc./ Dec. No.	TITLE &Text	Follow-up action
Conc. 12/48	<p>Funding arrangement for the AFI EGNOS Test Bed</p> <p>That ASECNA continue the existing arrangements with the European Union to ensure, on behalf of the AFI Region, funding of the AFI EGNOS Test Bed.</p>	On going. APIRG/13-WP8B refers.
Dec. 12/49	<p>Future work of the AFI GNSS Study Group</p> <p>That the AFI GNSS Study Group be tasked with the following:</p> <p>Continue to carry out all the activities associated with the implementation of the AFI GNSS Test Bed and any other Test Bed proposal concerning the AFI Region; and</p> <p>Develop and refine the implementation plan for the AFI GNSS including associated institutional issues.</p>	On going. APIRG/13-WP/8B refers.
Conc. 12/50	<p>Alignment of the procedures for the amendment of the FASID</p> <p>That the procedure for the amendment of the FASID as approved by the Council on 26 February 1997 be aligned with the procedure for the amendment of the Basic ANP approved by the council on 25 F18 April 2001ebruary 1998 in respect of the role of international organizations.</p>	Action completed
Conc. 12/51	<p>Completion of the draft AFI Basic ANP and FASID documents</p> <p>That:</p> <p>a) the secretariat will complete the draft AFI Basic ANP andFASID documents with due consideration to the 27th edition of doc 7474 and the reports of APIRG/11 and 12 meetings;</p> <p>b) the final draft AFI basic ANP and FASID documents will be sent to states and international organizations concerned for comments according to the established procedure for the amendment of the basic ANP and FASID.</p>	Continuing

Conc./ Dec. No.	TITLE &Text	Follow-up action
Conc. 12/52	<p>Inclusion of the contents of the AFI CNS/ATM Implementation Plan (Doc. 003) in the AFI BASIC ANP and FASID</p> <p>That the secretariat will ensure that the contents of the AFI CNS/ATM Implementation Plan (Doc. 003) be incorporated in the relevant parts of the AFI Basic ANP and FASID documents in an evolutionary manner.</p>	On going. Surveillance Plan submitted to APIRG/13 for inclusion into FASID.
Conc. 12/53:	<p>Development of a new part for Basic ANP and FASID documents dealing with Human Factors and Manpower Planning</p> <p>That the secretariat expedites the development of a new part to the AFI Basic ANP and FASID dealing with Human Factors and Manpower Planning requirements.</p>	Continuing
Conc. 12/54	<p>CNS and ATM facilities in AOP Tables</p> <p>That in order to facilitate the consultations of FASID, the requirements in the AOP tables concerning CNS and ATM be also included in Parts IV and V of the FASID as appropriate.</p>	Continuing.
Conc. 12/55	<p>Y2K Contingency lanning in the AFI Region</p> <p>That:</p> <ul style="list-style-type: none"> a) the methodology followed so far to address the problems associated with the date changes is endorsed by APIRG; b) the existing ICAO/ATM machinery continue its work with a view to finalise all the required actions as soon as possible; c) states expedite implementation of the required facilities and services relating to the prevention of problems that may arise with computer dates. In that effort, states take into account the AFI Y2K planning document and other guidance materials issued by ICAO; d) the national Y2K unit exchange information with regional Y2K unit(s) in a timely manner; and e) the Regional Offices concerned establish their Y2K regional contingency units. 	Action completed

Conc./ Dec. No.	TITLE &Text	Follow-up action
Conc. 12/56:	<p>Institutional strategies for addressing shortcomings in the air navigation field at airports in the AFI Region.</p> <p>That States which have not done so consider favourably the formation of autonomous authorities as an institutional strategy to address shortcomings and deficiencies in accordance with the AFI/7 RAN Recommendation 14/3.</p>	Action completed Meeting of DGCA's held in ESAF Office. To be convened yearly.
Conc. 12/57	<p>Coordinated approach to solve persistent problems.</p> <p>That where there are obvious persistent problems ICAO coordinate with the users, IATA and IFALPA, and the State or group of States concerned to develop an appropriate strategy for removal of the shortcomings and deficiencies</p>	Continuing
Conc. 12/58	<p>Integrated sub-regional approach to the removal of shortcomings and deficiencies.</p> <p>That States consider the use of sub-regional groupings where they exist to collectively deal with removal of shortcomings.</p>	Continuing
Dec. 12/59	<p>HF mobile frequency air performance and congestion in the AFI Region</p> <p>That IATA and IFALPA continue to carry out surveys on HF frequency performance and congestion in the AFI region and report the results to the next COM/S/G meeting.</p>	Action completed. APIRG/13-WP/5 refers.
Dec. 12/60	<p>APIRG Procedural Handbook</p> <p>That the Secretariat update the APIRG Procedural Handbook and distribute it to States and international organizations.</p>	Action completed
Conc. 12/61	<p>Membership of the APIRG</p> <p>That the ICAO Council approve the applications by Eritrea and Mali to be members of APIRG</p>	Action completed

Conc./ Dec. No.	TITLE &Text	Follow-up action
Dec. 12/62	<p>Membership to APIRG Subsidiary Bodies</p> <p>That :</p> <p>a) the membership of the following APIRG subsidiary bodies be increased to include experts from the following states and international organization:</p> <p>b) AOP/SG: Angola, Cameroon, Cape Verde, Congo, The Gambia, Ghana, Uganda, ACAC and IFALPA</p> <p>c) ATS/AIS/SAR/SG: Angola, Mali, ACAC and IFALPA</p> <p>d) COM/SG: Angola, ACAC and IFALPA</p> <p>e) MET/SG: The Gambia</p> <p>f) CNS/ATM/SG: Angola, The Gambia, Mali, ACAC and IFALPA</p> <p>g) GNSS/TF: Cameroon, Cote D'ivoire, Morocco, Nigeria, Spain and ACAC</p>	Action completed
Conc. 12/63	<p>Identification of matters needing action by ALLPIRG (ALLPIRG/3 conclusion 3/3)</p> <p>That the Secretariat prepare the necessary documentation for the follow-up of ALLPIRG/3 Conclusion 3/3 by APIRG. All matters needing action by ALLPIRG particularly interregional issues, be brought to the attention of the ALLPIRG expeditiously.</p>	Action completed

Conc./ Dec. No.	TITLE &Text	Follow-up action
Dec. 12/64	<p>Addition to the terms of reference of APIRG</p> <p>That in view of ALLPIRG/3 Conclusion 3/7, approved by the ICAO Council on 11 June 1999, the APIRG Procedural Handbook be amended to add the following item to the APIRG terms of reference:</p> <p>“In facilitating implementation of facilities and services identified in the regional air navigation plan and with due regard to the primacy of safety, the APIRG should take into account the costs and benefits of implementation options and the need to facilitate financing of preferred options. With regard to multinational facilities and cooperative activities the APIRG may wish to use an appropriate mechanism to prepare cost/benefit analyses and business cases, and to provide related guidance material in support of “prototype” sets of planned facilities and services. At its discretion, the APIRG may invite financial institutions, as required on a consultative basis and at a time it considers appropriate in the planning process, to participate in this work.”</p>	Action completed
Conc. 12/65	<p>Support for the ICAO position at WRC 2000</p> <p>That , in view of ALLPIRG/3 Conclusion 3/13, AFI States continue their effort to promote and defend the ICAO policy at the world radio conference (WRC) 2000.</p>	Action completed
Dec. 12/66	<p>Implementation of RVSM</p> <p>That the planning and evolutionary implementation of RVSM in the AFI region be carried out and the problems associated with the implementation of RVSM in Europe and other AFI i nterface areas be considered within the framework of the implementation co-ordination groups (ICGs) or APIRG sub-groups as appropriate.</p>	Continuing