



INTERNATIONAL CIVIL AVIATION ORGANIZATION
AFI PLANNING AND IMPLEMENTATION REGIONAL GROUP
SEVENTEENTH MEETING (APIRG/17)
(Burkina Faso, 2 to 6 August 2010)

Agenda Item 2.1: -Review of action taken by the ANC and Council on APIRG/16 Report

**REVIEW OF THE ACTIONS OF THE AIR NAVIGATION
 COMMISSION ON THE REPORT OF THE SIXTEENTH MEETING OF
 THE AFI PLANNING AND IMPLEMENTATION REGIONAL GROUP
 (APIRG/16)**

(Presented by the Secretariat)

SUMMARY

This paper presents the actions taken by the Air Navigation Commission on the report of the sixteenth meeting of APIRG.

Action by APIRG/17 is in paragraph 4.

1. INTRODUCTION

1.1 Following each APIRG meeting, the report is first reviewed by the working group of the Air Navigation Commission (ANC) followed by the ANC itself and finally by the Council. During these reviews, the ANC and the Council note the report, make comments thereon and provide guidance to APIRG as appropriate. Furthermore, the ANC and the Council may take specific action on certain conclusions contained therein, since the follow-up to some conclusions may require approval by the ANC or the Council. Follow-up actions by the ICAO Secretariat on conclusions and decisions of APIRG are then guided by the outcome of the ANC and the Council actions described above.

1.2 However, in accordance with the revised practice, which was introduced in March 2006 (Council Decision 177/14 dated 20 March 2006 refers), PIRG reports will not be presented to the Council unless the Commission deems it necessary for the Council to take action on any of the conclusions or the report. In the case of the APIRG/16 Report, as there were no specific items that required Council action, the said report was not submitted to the Council.

1.3 This working paper informs APIRG of the results of the actions taken by the Commission on the report of the APIRG/16 Meeting, which was held in Rubavu, Rwanda, from 19 to 23 November 2007. Appendix A to this working paper presents the executive summary of the outcome of the APIRG/16 Meeting. The analysis of the conclusions/decisions is at Appendix B. The action by the Commission on selected conclusions and decisions are outlined in the Appendix C, which has been formatted to link the conclusions with the Strategic Objectives of the Organization and the Global Plan Initiatives (GPIs).

2. ACTION BY THE AIR NAVIGATION COMMISSION ON THE APIRG/16 REPORT

2.1 The Commission referred the APIRG/16 Report to its Working Group on Regional Plans (ANC). The review was carried out on 14 May 2008, following which the Commission itself reviewed the APIRG/16 Report on 17 June 2008 and took specific actions on certain conclusions, therein as shown in Appendix C to this working paper. The following are highlights of the review by the Commission.

2.1.1 Global and inter-regional activities (Agenda Item 3)

2.1.1.1 *Training seminars on the European Co-ordination Centre for Aviation Incident Reporting System (ECCAIRS):* The ANC noted the need to hold training seminars in the AFI Region and supported the distribution of the software to States in that region. The ANC recalled that this item was highlighted in the *Comprehensive Regional Implementation Plan for Aviation Safety in Africa* (Conclusion 16/1 refers).

2.1.1.2 *Establishment of an APIRG Performance-Based Navigation (PBN) Task Force:* The ANC noted the decision to establish a PBN task force to develop a PBN implementation plan for the AFI Region (Decision 16/2 refers).

2.1.1.3 *Harmonization of planning and implementation regional group (PIRG) work programmes:* The ANC noted the work carried out by the informal meeting on the improvement of air traffic services over the South Atlantic (SAT) and noted the difficulties in coordinating the implementation of conclusions and decisions of the SAT Group, mainly due to the informal nature of the SAT mechanism. The ANC supported the proposal to include common issues in the work programmes of AFI and adjacent PIRGs to ensure harmonization (Conclusion 16/6 refers).

2.1.2 AFI regional air navigation planning and implementation issues (Agenda Item 4)

2.1.2.1 *Aerodrome emergency plans:* The ANC noted the concerns expressed by APIRG, and supported the holding of workshops in order to facilitate the development of aerodrome emergency plans. The ANC identified the forthcoming Special AFI Regional Air Navigation Meeting (2008), to be held in Durban, South Africa from 24 to 29 November 2008, as an opportunity to address this issue and instructed the Secretariat to develop supporting documentation (Conclusion 16/9 refers).

2.1.2.2 *Aerodrome certification process:* The ANC recalled the importance of the aerodrome certification process, specifically in the AFI Region, and highlighted the need to establish priorities to address this issue. The ANC identified the Special AFI RAN Meeting as a tool to achieve the implementation goal (Conclusion 16/11 refers).

2.1.2.3 *Implementation of the aeronautical telecommunication network (ATN) internet protocol suite (IPS):* The ANC noted the drive to implement the ATN/IPS (TCP/IP) Standards to avoid interoperability difficulties with the aeronautical telecommunication network open system interconnection (Conclusion 16/14 refers).

2.1.2.4 *Implementation and interconnectivity of very small aperture terminal (VSAT) networks:* The ANC noted the ongoing efforts in the AFI Region to further improve connectivity and efficiency in the aeronautical fixed service (AFS) air traffic services (ATS) dialogue service (DS). The ANC supported Conclusion 16/16.

- 2.1.2.5 *Very high frequency (VHF) coverage surveys:* The ANC noted and supported the Agency for Air Navigation Safety in Africa and Madagascar (ASECNA) and International Air Transport Association (IATA) initiatives to carry out VHF coverage surveys every eighteen months (Conclusion 16/20 refers).
- 2.1.2.6 *Implementation of global navigation satellite system (GNSS) en-route and non-precision approach (NPA) operations:* The ANC noted that en-route use of basic GNSS was not yet approved in the majority of AFI States, and that NPA procedures or regulatory texts have not yet been published. The ANC supported Conclusion 16/21 calling on AFI States to continue their efforts in this regard.
- 2.1.2.7 *Establishment of the AFI Aeronautical Surveillance Implementation Task Force:* The ANC specifically noted the establishment of this task force to develop an implementation plan and to determine the operational performance requirements for aeronautical surveillance in the AFI Region (Decision 16/27 refers).
- 2.1.2.8 *Collective approach for the management of CNS/ATM system elements:* The ANC supported Conclusion 16/31, which calls on AFI air navigation service providers to adopt a collective approach to facilitate the implementation of a coordinated and effective communications, navigation and surveillance (CNS) infrastructure.
- 2.1.2.9 *Establishment of the AFI Frequency Spectrum Management Group:* The ANC supported the establishment of a specific group to address issues related to aeronautical spectrum management and control (Conclusion 16/32 refers).
- 2.1.2.10 *Reduced vertical separation minimum (RVSM) implementation in the AFI Region:* The ANC recalled that APIRG had set 25 September 2008 as a target date for the implementation of RVSM in the AFI Region. The ANC recalled that a pre-implementation safety case (PISC) will be considered by the Commission prior to the implementation of RVSM in that region. The ANC agreed that all related issues would be addressed in detail through the review of the PISC (Conclusions 16/36 to 16/39 refer).
- 2.1.2.11 *Training guidelines for aeronautical information service (AIS) Personnel:* The ANC recalled that a draft *Training Manual* (Doc 7192) was developed and made available on the ICAO-NET and subsequently withdrawn given the changes in the AIS disciplines. It was noted that the Aeronautical Information Management concept will need to be fully developed prior to the development of training guidance material. This work is not foreseen in this triennium (Conclusion 16/40 refers).
- 2.1.2.12 *Development of a centralized AFI Region AIS Data Base (AFI-CAD):* The ANC noted the need for assistance with experts to develop a business and financial model for the AFI-CAD and requested that an issue form be submitted to ascertain the level of work required (Conclusion 16/42 refers).
- 2.1.2.13 *Implementation of air traffic control (ATC) service and non-implemented routes:* The ANC recalled that this conclusion is recurring in APIRG reports and that the implementation of ATC service is especially important for the implementation of RVSM in the region. The ANC specifically noted the required implementation date of 3 July 2008 (Conclusions 16/45 and 16/46 refer).
- 2.1.2.14 *Search and rescue (SAR) activities in the AFI Region:* The ANC supported Conclusion 16/47 related to SAR issues and recalled that the Special AFI RAN Meeting (2008) will provide the ideal platform to highlight SAR requirements within AFI States.

2.1.2.15 *World area forecast system (WAFS) and SIGMET training seminars and workshops:* The ANC noted the need to conduct training seminars on the use of icing, turbulence, and convective cloud forecasts in GRIB2 code form as well as training workshops on SIGMET. The ANC supported Conclusions 16/49 and 16/57.

2.1.2.16 *Management of operational meteorological (OPMET) information in the AFI Region:* The ANC recognized the importance of accurate and timely availability of OPMET information in the region. The systematic objective monitoring procedures for data availability and quality was essential and noted that the establishment of the AFI OPMET Task Force would facilitate the development of the AFI OPMET Management Plan/Strategy(Decision 16/54 refers).

2.1.2.17 *Quality management systems (QMS) support to States:* The ANC supported Conclusion 16/59 related to World Meteorological Organization and ICAO support to assist States in implementing quality management systems.

2.1.2.18 *Comprehensive Regional Implementation Plan for Aviation Safety in Africa:* The ANC supported Conclusion 16/65 specifically on the need to train aviation officers in the region. It was recalled that the next Steering Committee Meeting would take place in October 2008, and that progress related to training can be measured at that time.

2.1.3 **Terms of reference and future work programme (Agenda Item 7)**

2.1.3.1 *Membership of APIRG:* The ANC noted the applications of Burundi, Rwanda and Zimbabwe to become members of APIRG. The ANC recalled that, with the amendment of membership of PIRGs, individual applications are no longer required (Conclusion 16/68 refers).

3. **FOLLOW-UP ACTION BY THE SECRETARIAT ON THE APIRG/16 REPORT**

3.1 The Secretariat's report on follow-up actions on the APIRG/16 Report will be presented to APIRG/17 in separate working paper(s).

4. **ACTION BY APIRG/17**

4.1 The Meeting is invited to:

- a) note the actions taken by the Commission on the APIRG/16 Report, as outlined in this working paper and, in particular, to Appendix C hereto; and
- b) include the follow-up actions in the work programme of APIRG.

APPENDIX A

**OUTCOME OF THE SIXTEENTH MEETING OF THE AFI PLANNING AND
IMPLEMENTATION REGIONAL GROUP (APIRG/16)
(Rubavu, Rwanda, 19-23 November 2007)**

- 2) The meeting was attended by 127 participants from thirty-four AFI States and eight regional and international organizations.
- 3) The planning group reviewed current global and inter-regional activities.
- 4) The meeting reviewed AFI regional air navigation planning and implementation issues.
- 5) The planning group reviewed and updated the list of deficiencies in the air navigation fields and reviewed regional and national efforts to address identified deficiencies.
- 6) The planning group reviewed the status of RVSM implementation in the AFI Region, scheduled for 25 September 2008.

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APPENDIX B

SIXTEENTH MEETING OF THE AFI PLANNING AND IMPLEMENTATION REGIONAL GROUP (APIRG/16)

APIRG CONCLUSIONS/DECISIONS

AN ANALYSIS

1. The APIRG/16 Meeting developed a total of 69 outputs, comprising 51 Conclusions and 18 Decisions. These 69 outputs can be categorized into two levels of actions. The first level (53 outputs), known as “implementation plans”, calls for action by Headquarters, the regional office, States and the APIRG itself and results in activities that support the implementation of air navigation systems. The second level, known as “implementation gaps”, calls for action specifically by Headquarters and results in activities that would involve further development of requisite provisions and guidance material.

2. Out of 69 outputs, 23 were chosen for presentation to the ANC and are detailed in Appendix C hereto. These 23 outputs have been selected due to their importance enveloping regional implementation issues and interregional matters. Each entry in the attached table has been linked to the strategic objectives of the Organization.

Concl/Dec No. --- Strategic Objective	Title of Conclusion/Decision	Text of Conclusion/Decision	Responsibility	Deliverable	Action agreed by ANC	Reporting/ Completion date
C 16/1 A	Training seminars on ECCAIRS	That the ICAO Regional Offices for the AFI Region arrange for the conduct of ECCAIRS seminars in English and French.	ICAORDs Dakar and Nairobi	Seminar	Noted	2009
D 16/2 D	Establishment of an APIRG Performance-Based Navigation Task Force (APIRG/PBN/TF)	That an APIRG PBN Task Force, with terms of reference as outlined in Appendix D to this report, be established to develop a PBN implementation plan for the AFI Region and address related regional PBN implementation issues.	APIRG Secretary	Establishment of Task Force	Noted	2009
C 16/6 D	Harmonization of PIRG work programmes	That the relevant ICAO Regional Offices ensure that common issues such as harmonization of air navigation plans, implementation of global plan initiatives and development of performance objectives, are included in the work programmes of AFI and relevant adjacent SAM PIRGs and their auxiliary bodies.	APIRG Secretary	Harmonized Work Programmes	Noted	2009
C 16/9 D	Aerodrome emergency plans	That: a) States consider the organization of local workshops with all departments and organizations concerned in order to facilitate coordination, finalization and approval of their aerodrome emergency plans; b) States, which have not done so, ensure that all international aerodromes in that State develop an approved aerodrome emergency plan; and c) both the ESAF and WACAF Regional Offices shall conduct a survey to ascertain which airports still have not implemented this requirement and convene a meeting with States concerned to discuss this issue further.	ICAORDs Dakar and Nairobi	Survey	Noted	2009

Concl/Dec No. --- Strategic Objective	Title of Conclusion/Decision	Text of Conclusion/Decision	Responsibility	Deliverable	Action agreed by ANC	Reporting/Completion date
<p>C 16/11</p> <p>A</p>	<p>Aerodrome certification process – aerodrome certification and safety management systems regulations</p>	<p>That:</p> <p>a) States be encouraged to exchange their experiences in implementing the aerodrome certification requirement;</p> <p>b) CAAs, which have not done so, consider putting in place a consultation framework with their airport operator with a view to developing a realistic action plan for the implementation of the aerodrome certification requirement based on a carefully considered gap analysis;</p> <p>c) States, which have not done so, ensure the development, approval and publication of aerodrome certification and SMS regulations as well as formal certification process defining steps to be followed for the certification of aerodromes; and</p> <p>d) ICAO further assist States in organizing training courses for aerodrome inspectors.</p>	<p>ICAORDs Dakar and Nairobi</p>	<p>State letter</p>	<p>Noted</p>	<p>2009</p>
<p>C 16/14</p> <p>D</p>	<p>Implementation of ATN/IPS (TCP/IP)</p>	<p>That AFI States should implement ATN/IPS (TCP/IP) Standards to the maximum extent possible in order to avoid interoperability difficulties with an ATN/OSI system.</p> <p><i>Note: Indications are that ICAO SARPs related to ATN/IPS should be available by end of 2008.</i></p>	<p>States</p>	<p>Implementation of ATN/IPS</p>	<p>Noted</p>	<p>2009</p>
<p>C 16/16</p> <p>D</p>	<p>Implementation/interconnection of SADC/2, NAFISAT and AFISNET VSAT networks</p>	<p>That States and international organizations concerned expedite the implementation and interconnection of SADC/2, NAFISAT and AFISNET VSAT networks as soon as possible, in order to increase AFS (AFTN and ATS/DS) connectivity and efficiency, thus improving flight coordination and management in the AFI Region.</p>	<p>States</p>	<p>Interconnection</p>	<p>Noted</p>	<p>2009</p>

Concl/Dec No. --- Strategic Objective	Title of Conclusion/Decision	Text of Conclusion/Decision	Responsibility	Deliverable	Action agreed by ANC	Reporting/ Completion date
C 16/20 D	States participation in IATA VHF coverage surveys	That States cooperate and provide their support to VHF coverage surveys to be carried out by IATA in the AFI Region, initially every 18 months.	IATA	VHF coverage survey	Noted	2009
C 16/21 D	Implementation of GNSS en-route and non-precision approach operations	That AFI States continue their efforts to implement GNSS applications for en-route and non-precision approach operations as part of Phase 1 of AFI GNSS Strategy. In so doing, particular attention should be accorded to meeting all GNSS implementation requirements, including establishment of GNSS legislation, regulatory framework, and approval and monitoring procedures.	AFI States	Implementation	Noted and that work is in progress	2009

Concl/Dec No. --- Strategic Objective	Title of Conclusion/Decision	Text of Conclusion/Decision	Responsibility	Deliverable	Action agreed by ANC	Reporting/ Completion date
<p>D 16/27</p> <p>D</p>	<p>Establishment of an AFI Aeronautical Surveillance Implementation Task Force</p>	<p>That an AFI Aeronautical Surveillance Implementation Task Force (AS/I/TF) be established with the following terms of reference:</p> <ul style="list-style-type: none"> a) Determine the operational performance requirements for aeronautical surveillance in the AFI Region, including en-route, terminal areas (TMAs) and aerodromes operations; b) Identify and quantify near term and long term benefits of relevant surveillance candidate systems; and c) Develop a consistent draft AFI surveillance implementation plan including recommended target dates of implementation, taking into account availability of SARPs and readiness of airspace users and air navigation service providers for a coordinated implementation of service as required. <p><i>Notes:</i></p> <p>1. <i>The task force should be of multidisciplinary nature to cover all aspects related to its assigned work.</i></p>	<p>APIRG Secretary</p>	<p>AFI Surveillance Implementation Plan</p>	<p>Noted</p>	<p>2009</p>

Concl/Dec No. --- Strategic Objective	Title of Conclusion/Decision	Text of Conclusion/Decision	Responsibility	Deliverable	Action agreed by ANC	Reporting/ Completion date
		<p>2. <i>While undertaking the task, with a view to avoiding any duplication, the task force should take into account:</i></p> <p><i>a) the work being undertaken by ICAO Panels; and</i></p> <p><i>b) the relevant RAN recommendations and APIRG Conclusions and Decisions pertaining to aeronautical surveillance;</i></p> <p>3. <i>The task force should complete its work in coordination with APIRG ATS/AIS/SAR and CNS Sub-Groups, and present the results to the next meeting of APIRG.</i></p> <p>4. <i>In assessing the readiness of airspace users, take into account business aviation usage.</i></p>				
C 16/31 D	Collective approach for the management of CNS/ATM system elements	That the air navigation service providers (ANSFs) adopt a collective approach and speak in a single voice on issues of common interest related to the implementation of CNS elements of the CNS/ATM systems (such as service level agreements with ATN service providers, system availability, etc.).	ICAORDs Dakar and Nairobi	Collective approach	Noted	2009
C 16/32 D	Establishment of an AFI Frequency Spectrum Management Group	That an AFI Frequency Spectrum Management Group (AFI/FSMG) be established under the coordination of the ICAO Secretariat in order to address issues of common interest related to aeronautical spectrum management and control.	APIRG Secretary	Frequency Spectrum Management Group	Noted	2008
C 16/36 D	AFI RVSM implementation – Funding	That IATA member airlines continue to finance within the available funds to support specific projects relating to the RVSM implementation effort in order to improve safety and economy of air traffic in the AFI region and keep the task force informed accordingly.	ICAORDs Dakar and Nairobi, IATA	Funding	Noted	2008

Concl/Dec No. --- Strategic Objective	Title of Conclusion/Decision	Text of Conclusion/Decision	Responsibility	Deliverable	Action agreed by ANC	Reporting/ Completion date
C 16/37 D	AFI RVSM strategy/action plan	That the updated AFI RVSM strategy/action plan at Appendix G be circulated to States for quality assurance.	ICAORDs Dakar and Nairobi	Updated plan	Noted	2008
C 16/38 A	Implementation of the required CNS infrastructure to support the implementation of RVSM in the AFI Region	That in view of the implementation of RVSM and provision of ATC service, States are urged to implement the required supportive CNS infrastructure namely; ATS DS circuits, AMS and appropriate NAVAIDS as soon as possible, but not later 3 July 2008.	ICAORDs Dakar and Nairobi	Improved CNS infrastructure	Noted	2008
C 16/39 D	Target date for AFI RVSM implementation	That the target date for implementation of RVSM in the AFI Region will be 25 September 2008. <i>Note: The RVSM Pre-implementation Safety Case (PISC) document will be forwarded to the Commission for consideration as soon as possible, but not later than 28 February 2008.</i>	ICAORDs Dakar and Nairobi	Pre-implementation safety case (see AN-WP/8328)	Noted, PISC to be reviewed	2008
C 16/40 D	Training guidelines for AIS personnel	That: a) ICAO expedite the publication of the revised Training Manual (Doc.7192), Part E-3 as recommended by the AIS/MAP Divisional Meeting in 1998 (Doc. 9733), so as to facilitate the introduction of the basic requirements for States to consider the licensing issue of their AIS personnel; and b) ICAO expedite the development of AIS training guidance material relating to the implementation of CNS/ATM system.	D/ANB	Training guidelines to be developed after maturity of AIM concept	Noted	2011
C 16/42 D	Development of AFI CAD business model and financial model	That ICAO provide appropriate experts to assist the AFI CAD Study Group to develop a business model and financial model for the AFI CAD.	D/ANB	Business model	Noted	2009

Concl/Dec No. --- Strategic Objective	Title of Conclusion/Decision	Text of Conclusion/Decision	Responsibility	Deliverable	Action agreed by ANC	Reporting/ Completion date
C 16/45 D	Implementation of ATC service	That States which have not yet done so, implement ATC service along all ATS routes contained in Table ATS 1 of the AFI Plan (Doc 7474) as soon as possible, but not later than 3 July 008 in the spirit of AFI/7 Rec. 5/21.	APIRG Secretary	ATC service	Noted the relationship with RVSM implementation	2008
C 16/46 D	Implementation of the non-implemented routes including RNAV routes	That States concerned implement the ATS routes at Appendix I as soon as possible, but not later than AIRAC date of 3 July 2008.	APIRG Secretary	ATC service	Noted the relationship with RVSM implementation	2008
C 16/47 D	Participation of SAR experts in the ATS/AIS/SAR Sub-group and inclusion of SAR activities in the <i>Comprehensive Regional Implementation Plan for Aviation Safety in Africa</i> (AFI Plan)	That: a) States, which have not done so, include SAR experts to participate in the work programme of the APIRG ATS/AIS/SAR Sub-Group; b) States, which have not yet done so, establish permanent SAR structures within national civil aviation authorities as a priority; and c) ICAO and AFCAC ensure that the Conclusions of the SAR Conference in La Réunion, be taken into account in the AFI Plan as far as possible.	APIRG Secretary, C/ACIP	Inclusion of SAR activities	Noted	2008
C 16/49 D	Training seminar on the use of icing, turbulence and convective clouds forecasts in GRIB2 code form	That the WAFC London Provider State be invited, in coordination with ICAO and WMO,, to provide training seminars on the use of icing, turbulence and convective clouds forecasts in GRIB2 code form, to AFI States. <i>Note: It is suggested that seminars be convened in 2010 and conducted in both English and French (Niger offered to host the French seminar).</i>	APIRG Secretary	Seminars	Noted	2008

Concl/Dec No. --- Strategic Objective	Title of Conclusion/Decision	Text of Conclusion/Decision	Responsibility	Deliverable	Action agreed by ANC	Reporting/Completion date
D 16/54 D	AFI OPMET Management Task Force (AFI OPMET/M TF)	That an OPMET Management Task Force be established with the terms of reference and work programme, as presented in Appendix L to this report.	APIRG Secretary	AFI OPMET Management Plan/Strategy	Noted	2009
C 16/57 D	SIGMET workshops	That WMO, in coordination with ICAO and VAAC Toulouse Provider State, conduct two training workshops on SIGMET during 2008; one in English and another in French for the AFI Region. <i>Note: The workshops would address all types of SIGMET, including those related to VA and TC.</i>	APIRG Secretary	Seminars	Noted	2008
C 16/59 D	Support to states to implement quality management systems (QMS)	That WMO, in coordination with ICAO, continue to assist States in implementing QMS in the form of: a) seminars on QMS for the Chief Executives of Meteorological Authorities (CEOs) as a priority, and request the CEOs to report on status of implementation on QMS in their services on a regular basis; b) support for more detailed training for personnel who would act as a core group in the region (training of trainers); c) attachments of staff from the region to States that have already adopted QMS through VCP or otherwise; and d) financial resources for engaging consultancy services during the initial stages of implementation, as and when available.	APIRG Secretary	Seminars	Noted	2008

Concl/Dec No. --- Strategic Objective	Title of Conclusion/Decision	Text of Conclusion/Decision	Responsibility	Deliverable	Action agreed by ANC	Reporting/ Completion date
C 16/65 A	<i>Comprehensive Regional Implementation Plan For Aviation Safety In Africa (AFI Plan)</i>	That: a) States support the implementation of the AFI Plan and closely coordinate their efforts with ICAO in order to ensure optimum benefits to aviation safety in Africa and to reduce duplication of efforts; b) The Programme Leader, as a start, follow up on specific offers to train aviation officers in the region and, as a priority, initiate the process to address known gaps; c) The Regional Offices accredited to States in Africa inform States on a regular basis regarding actions taken under the AFI Plan.	C/ACIP to identify training	Training of officials as a matter of urgency	Noted	2008
C 16/68 D	Membership of APIRG	That the applications from Burundi, Rwanda and Zimbabwe for membership to APIRG be approved.			Noted	2008

* **Note:** ICAO has established the following Strategic Objectives for the period 2005-2010:

A: Safety - Enhance global civil aviation safety;

B: Security - Enhance global civil aviation security

C: Environmental Protection - Minimize the adverse effect of global civil aviation on the environment

D: Efficiency - Enhance the efficiency of aviation operations

E: Continuity - Maintain the continuity of aviation operations

F: Rule of Law - Strengthen law governing international civil aviation.
