

**RECOMMENDATIONS OF SP AFI RAN 2008**

<b>Conc/Dec No. Strategic Objectives*</b>	<b>Title of Conclusion/ Decision</b>	<b>Text of Conclusion/Decision</b>	<b>Follow-up Action</b>	<b>To be initiated by</b>	<b>Deliverable/ Intended Outcome</b>	<b>Target Dates</b>	<b>Status of Implementation</b>
<b>Recommendation 3/3:</b>	<b>Performance-based approach and measurement</b>	That APIRG and regional safety groups develop indicators that are specific, measurable, achievable, realistic and time bound and attach them to the performance framework forms (PFFs) in the appropriate box, using the following metrics and/or others determined to be appropriate indicators for the African continent	Include tasks in the APIRG & Subsidiary bodies programme	APIRG & Subsidiary bodies	Performance indicators for AFI Region	APIRG 17	
<b>Recommendation 4/3:</b>	<b>State Safety Programme</b>	That ICAO urge the AFI States, with cooperation from COSCAPs and RSOOs as applicable, to implement a State Safety Programme that incorporates effective occurrence investigations, the gathering of such safety data in a database compatible with ADREP and to share and analyze the data.	State Letter to urge implementation	ESAF & WACAF Offices	State Safety Programmes  Regional Safety Programmes		Implementation on a continuous basis under ACIP programme

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<b>Recommendation 4/6:</b>	<b>Investigation of air traffic services incidents and provision of comprehensive feedback to parties involved</b>	<p>That, in coordination with their air navigation service providers, States:</p> <p>a) diligently conduct investigations on all reported air traffic services incidents having taken place in airspace under their responsibility; and;</p> <p>b) provide timely, documented feedback to all involved parties through participation in the established AIAG mechanism via the relevant ICAO regional office.</p>	TAG activities	<p>TAG, ATS SG States</p> <p>States</p>	<p>Resolution of UCRs</p> <p>Feedback to AIAG &amp; ICAO Regional Office</p>		<p>Implementation on a continuous basis</p> <p>Implementation on a continuous basis</p>
<b>Recommendation 4/7:</b>	<b>Reporting of air traffic services incidents</b>	<p>That air operators be reminded, by IATA and their State Authority, of their obligation to ensure that air traffic services incident reports are filed on a timely basis, following the ICAO model as contained in the <i>Procedures for Air Navigation Services – Air Traffic Management</i> (PANS-ATM, Doc 4444), Appendix 4, and provide sufficient relevant information to facilitate the ensuing investigation.</p>	<p>Implement Recommendation</p> <p>Make reporting form more available and usable</p>	<p>States, Operators</p> <p>States, ATS/AIS/SAR SG</p>	<p>Increased ATS incidents reporting using Doc 4444 incident reporting form</p>		Implementation on a continuous basis

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<b>Recommendation 6/1:</b>	<b>Regional performance framework</b>	<p>a) APIRG adopt the performance-based framework for air navigation systems planning as detailed in the report of this meeting, identifying regional performance objectives and utilizing the performance framework forms (PFFs);</p> <p>b) APIRG develop additional PFFs to meet new performance objectives as necessary; and</p> <p>c) the performance objectives and the associated PFFs adopted by the meeting and any other PFFs developed by APIRG, be integrated into the CNS/ATM implementation plan for the AFI Region (Doc 003) which should then be updated to serve as an integrated planning document for the AFI Region.</p>	<p>Update the PFF</p> <p>Develop other (additional) PFFs</p> <p>Integrate PFFs into Doc 003</p>	<p>APIRG &amp; Subsidiary bodies</p> <p>ESAF &amp; WACAF Offices</p>	<p>Complete and updated PFFs</p> <p>Update of additional PFFs</p> <p>Integration of PFFs in Doc 003</p>	<p>APIRG 17</p> <p>APIRG 17</p> <p>ATM/AIS/SAR SG/12</p>	
<b>Recommendation 6/2:</b>	<b>National performance framework</b>	<p>That States adopt a national performance-based framework for air navigation systems planning as detailed in the report of this meeting, identifying national performance objectives, aligned with the regional performance objectives, utilizing the performance framework forms.</p>	<p>State Letter</p>	<p>ESAF &amp; WACAF Offices</p>	<p>Up to date State PFFs</p>	<p>2009-2015</p>	

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<b>Recommendation 6/5:</b>	<b>Implementation of the new ICAO Model flight Plan Form</b>	<p>a) APIRG adopt the ATM Performance Objective: Transition to the New ICAO Model Flight Plan Form as contained in the performance framework form (PFF) in Appendix A to the Report on Agenda Item 6; and</p> <p>b) States coordinate, through APIRG, their transition to the new ICAO flight plan and follow the checklist in the PFF in Appendix A to the Report on Agenda Item 6 in order to ensure harmonization and orderliness in their transition to the new flight plan by 15 November 2012.</p>	<p>Update flight plan implementation PFF</p> <p>Participate in FITS</p> <p>Establish Transition Task Force</p>	<p>ATS/AIS/SAR SG</p> <p>States</p> <p>ESAF &amp; WACAF Offices</p> <p>APIRG ATS/AIS/SAR SG</p>	<p>Adoption of updated PFFs</p> <p>Streamlined coordination transition to new flight plan content by Nov 2012</p> <p>Guidance &amp; coordination of implementation</p>	<p>APIRG 17</p> <p>2009 – Nov 2012</p> <p>Task Force established April 2010</p>	<p>Coordination in progress till 2012</p>
<b>Recommendation 6/6:</b>	<b>Operational safety assessment methodology</b>	<p>That APIRG adopt the ATM Performance Objective: Operational Safety Assessment Methodology as contained in the performance framework form in Appendix B to the Report on Agenda Item 6.</p>	<p>Implement Recommendation</p>	<p>APIRG ATS/AIS/SAR SG</p>	<p>Complete and updated PFFs</p>	<p>APIRG 17</p>	

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<b>Recommendation 6/7:</b>	<b>Establishment of a Tactical Action Group (TAG)</b>	<p>a) A Tactical Action Group be created in the AFI Region with the Terms of Reference and Work Programme outlined in Appendix C to the Report on Agenda Item 6; and;</p> <p>b) States as a matter of priority make all efforts to assist and comply with requests from the TAG group.</p>	<p>State Letter</p> <p>Convene TAG and its activities</p> <p>State Letter</p>	<p>ICAO HQ</p> <p>ESAF &amp; WACAF Offices</p> <p>ICAO HQ</p> <p>ESAF &amp; WACAF Offices</p>	<p>Information on TAG objectives</p> <p>Resolution of UCRs</p> <p>Cooperation with TAG</p>		<p>Completed</p> <p>Implementation on a continuous basis</p> <p>Implementation on a continuous basis</p>
<b>Recommendation 6/8:</b>	<b>Reduced vertical separation minimum (RVSM) monitoring and follow-up activities</b>	<p>That AFI States support:</p> <p>a) the long-term submission of State RVSM operationally approved aircraft to the AFI Regional Monitoring Agency (ARMA);</p> <p>b) provision of long-term support to the AFI height monitoring programme;</p> <p>c) long-term collection of safety assessment data;</p> <p>d) the availability of personnel to fulfil the role of RVSM National Programme Managers;</p>	<p>Inform and urge State action</p> <p>Implement Recommendation</p>	<p>ESAF &amp; WACAF Offices</p> <p>States</p>	<p>Awareness &amp; support of ARMA activities</p> <p>Submission of all data to ARMA</p> <p>Support of RVSM implementation and ARMA activities</p> <p>Appointment &amp; function of RVSM</p>	<p>Scrutiny</p>	<p>Implementation on a continuous basis</p>

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		<p>e) the establishment of the ARMA scrutiny group in 2009; and</p> <p>f) measures to reduce the large number of horizontal incidents in the AFI Region.</p>			<p>Programme Managers</p> <p>Reduced horizontal incidents</p>	<p>Group established</p>	<p>Implementation on a continuous basis</p>
<p><b>Recommendation 6/9:</b></p>	<p><b>Performance-based navigation (PBN) performance objectives</b></p>	<p>That APIRG adopt the Performance Objectives as contained in the performance framework forms in Appendix D to the Report on Agenda Item 6:</p> <p>a) optimization of the air traffic services (ATS) route structure in en-route airspace;</p> <p>b) optimization of the ATS route structure in terminal airspace; and</p> <p>c) implementation of vertically guided required navigation performance (RNP) approaches.</p> <p>That States develop their national action plans to meet the requirements of the regional performance framework forms, as a matter of priority to meet the PBN implementation goals established by Assembly Resolution A36-23.</p>	<p>➤ Implement recommendation.</p> <ul style="list-style-type: none"> <li>• Identify action parties and specific target dates.</li> <li>• Update PFFs.</li> <li>• Follow-up</li> <li>• Provide guidance for States.</li> </ul> <p>➤ Implement States recommendations.</p>	<p>APIRG (PBN/TF)</p>	<p>Updated PFFs</p>	<p>PBN TF/4</p>	

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			<ul style="list-style-type: none"> <li>• Identify action parties and specific target dates.</li> <li>• Update PFFs.</li> <li>• Follow-up</li> </ul>				
<b>Recommendation 6/10:</b>	<b>Support for establishment of an Africa ICAO flight procedure office</b>	<p>That:</p> <p>a) States and international organizations support the implementation of an AFI flight procedures office; and</p> <p>b) ICAO disseminate a letter, with supporting documentation, inviting interested States and international organizations to submit proposals for establishment and hosting of the FPO.</p>	<p>Provide support to FPO.</p> <p>State letters to invite States to make proposal</p>	<p>States and International Organisations</p> <p>ICAO HQ.</p>	<p>Support for FPO</p> <p>Invitation to establish FPO.</p>	<p>Based on APAC FPO experience to be reviewed by APIRG/17.</p>	
<b>Recommendation 6/11:</b>	<b>Implementation of WGS-84 and eTOD</b>	<p>That APIRG adopt the AIM Performance Objective: Implementation of world geodetic system-1984 (WGS-84) and electronic terrain and obstacle data (eTOD) as contained in the performance framework form in Appendix E to the Report on Agenda Item 6.</p>	<p>Implement Recommendation</p>	<p>APIRG</p>	<p>Full implementation of WGS-84 &amp; eTOD</p>		<p>Implementation on a continuous basis</p>

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<b>Recommendation 6/12:</b>	<b>Full implementation of Atlantic Ocean random RNAV routing area (AORRA)</b>	<p>That ICAO:</p> <p>a) take immediate action to inform all concerned States that implementation of AORRA Phase II will be delayed until further notice; and</p> <p>b) as a matter of urgency, facilitate and coordinate implementation of all phases of AORRA and assist in determining a suitable date for AORRA Phase II implementation.</p>	<p>State Letter</p> <p>Implement Recommendation</p>	<p>WACAF Office</p> <p>Concerned FIRs, SAT</p>	<p>Information to States</p> <p>Revised implementation date of AORRA Phase II</p>		<p>Completed (AORRA phase 2 implemented on 9<sup>th</sup> April 2009)</p>
<b>Recommendation 6/13:</b>	<b>Publication of GNSS-based RNP approach procedures</b>	<p>That:</p> <p>a) States having taken part in the IATA area navigation (RNAV) global navigation satellite systems (GNSS) procedures development and implementation programme and which had not yet done so, publish GNSS-based required navigation performance (RNP) approaches, and at the same time, remove any operational restrictions that may be in place; and;</p> <p>b) States that had not taken part in the IATA RNAV GNSS procedures development and implementation programme, seek assistance from appropriate organizations with the objective of designing and implementing GNSS-based RNP approach procedures.</p>	<p>- Publish GNSS-based instrument Flight Procedures (IFPs).</p> <p>- Remove restrictions.</p> <p>Coordinate / Seek assistance</p>	<p>States.</p> <p>States</p>	<p>GNSS-based IAPs published and operational.</p> <p>Regional implementation of GNSS Based RNP procedures</p>	<p>APIRG/17</p> <p>APIRG/17</p>	

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<p><b>Recommendation 6/22:</b></p>	<p><b>Establishment of sub-regional search and rescue (SAR) arrangements</b></p>	<p>That APIRG:</p> <p>a) adopt the SAR Performance Objective: Establishment of Sub-regional SAR Arrangements as contained in the performance framework form in Appendix H to the Report on Agenda Item 6;</p> <p>b) adopt as policy the general concept of sub-regional SAR provision from joint aviation/maritime RCCs as a key strategy in the improvement of the Africa-wide SAR system;</p> <p>c) support the establishment of a task force to progress the initiative taken at the Port Elizabeth Consultative Conference of October 2007 on the integration of SAR services in the southern African Region; and</p> <p>d) cooperate with ICAO and IMO in their continuing collaboration with African States to implement sub-regional, joint RCCs at strategic locations on the African continent.</p>	<p>Update RAN PFFs</p> <p>Establish SAR TF to coordinate and progress outcome of PE Consultative Conference</p> <p>Adoption of Policy</p> <p>Provision of support</p>	<p>APIRG ATS/AIS/SAR SG</p> <p>States and Sub-regional bodies)</p>	<p>SAR PFF</p> <p>Regional SAR TF</p> <p>Joint SAR Policy</p> <p>Establishment and operation of a SAR TF</p> <p>Implementation of Sub-regional JRCCs</p>	<p>APIRG 17</p> <p>APIRG 17</p> <p>2009 -2012</p> <p>2010-2012</p>	

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<b>Recommendation 6/25:</b>	<b>Elimination of air navigation deficiencies in the AFI Region</b>	<p>That:</p> <p>a) APIRG adopt the Performance Objective: Elimination of Air Navigation Deficiencies in the AFI Region as contained in the performance framework form in Appendix J to the Report on Agenda Item 6;</p> <p>b) States develop their national action plans, aligned with the regional performance objective, to eliminate their relevant deficiencies in the fields of aerodromes and ground aids (AGA), air traffic management (ATM), aeronautical information services (AIS), communications (CNS), meteorological (MET) and search and rescue (SAR), priority being given to the deficiencies as contained in the performance framework form in Appendix J to the Report on Agenda Item 6; and</p> <p>c) States take steps to seek assistance where required for the implementation of their action plans through ICAO mechanisms such as Technical Co-operation Bureau (TCB), International Financial Facility for Aviation Safety (IFFAS), special implementation projects (SIPs) and from industry stakeholders and donor agencies.</p>	State Letter	ESAF & WACAF Offices	Reminder on elimination of deficiencies		Implementation on a continuous basis
			Review list of deficiencies	ATS/AIS/SAR SG	Updated list of deficiencies	ATM/AIS/SAR/SG12	Implementation on a continuous basis
			Find solutions for elimination of deficiencies	ATS/AIS/SAR SG States	Elimination of deficiencies		
			Seek assistance through TCB/SIPs	States	Implementation of Action Pan		Implementation on a continuous basis

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<b>Recommendation 6/26:</b>	<b>A collaborative approach to air traffic management (ATM) systems planning that considers the environment</b>	That APIRG adopt an approach to the planning and implementation of ATM systems and ATM improvements that supports collaboration and considers best outcomes and the environment.	Establish compliant work programmes	APIRG & Subsidiary bodies	A collaborative approach to air traffic management (ATM) systems planning that considers the environment		Implementation on a continuous basis

\*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 operation;*
- E: Continuity: Maintain the continuity of aviation operations; and*
- F: Rule of Law: Strengthen law governing international civil aviation*