INTERNATIONAL CIVIL AVIATION ORGANIZATION

**AFI PLANNING AND IMPLEMENTATION REGIONAL GROUP
EIGHTEENTH MEETING (APIRG/18)
Kampala, Uganda (27 – 30 March 2012)**

Agenda Item: 1 Follow-up on the outcome of APIRG/17 Meeting and of the Special Regional Air Navigation Meeting (SP AFI RAN/08)

**REVIEW OF THE ACTIONS OF THE AIR NAVIGATION COMMISSION ON THE
REPORT OF THE SEVENTEENTH MEETING OF THE AFI PLANNING
AND IMPLEMENTATION REGIONAL GROUP (APIRG/17)**

(*Presented by the Secretariat*)

SUMMARY

This paper presents the action taken by the Air Navigation Commission on the report of the seventeenth meeting of the APIRG.

Action by APIRG/18 is contained in paragraph 4.

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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/17 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/17 Meeting, which was held in Ouagadougou, Burkina Faso, from 2 to 6 August 2010 at the kind invitation of the Government of Burkina Faso. **Appendix A** to this working paper presents the executive summary of the outcome of the APIRG/17 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.

2. **ACTION BY THE AIR NAVIGATION COMMISSION ON THE APIRG/17 REPORT**

2.1   The Air Navigation Commission referred the APIRG/17 Report to its Working Group of the Whole for Strategic Review and Planning (WG/SRP) for review. The review was carried out on 27 October 2010 and held two ad hoc sessions in the weeks after, following which the Commission itself reviewed the APIRG/17 report on 8 March 2011 taking specific actions on selected conclusions and decisions as outlined in Appendix C. The following are highlights of the review by the Commission.

2.2   The Commission reviewed the APIRG/17 Report and, specifically, conclusions and decisions that require action by ICAO Headquarters or the Air Navigation Commission, including those that may have an impact on other regions. In reviewing the report of the meeting, the Commission noted that APIRG, with the assistance of its contributory bodies, had examined air navigation matters in the Africa-Indian Ocean (AFI) Region with the aim of improving planning for air navigation facilities, services and procedures, as well as fostering their implementation. However, the Commission considered that, as a general comment and from a technical review stand-point, the content of the report contained pertinent details that were not captured in the conclusions and decisions. This disguised the true situation regarding implementation status and safety issues in the region, which were probably discussed at length in the APIRG and therefore degrades the usefulness of the report. Examples are given in the paragraphs below.

2.3   In reviewing the report's conclusions and decisions, the Commission considered that the majority are of a statement nature, i.e. urging States to do something that should already have been done or well underway (for example as a result of APIRG/16 in 2007 and the SP AFI RAN Meeting in 2008). There were few actions with specific objectives and deadlines (that provide an indication of priority), and commitments. In addition, there were many items discussed by the APIRG where the size/scope of the issue is not recorded in the report which would also help to set priority and the action to be taken.

2.4   The Commission noted that there would appear to be perennial issues in the areas of:

- Aerodromes;

- Communications, particularly in areas where there is no/poor air-ground-air services, a lack of coordination of installation and upgrading projects and where there is no/poor coordination of flight planning and other aeronautical information;

- Air traffic management, particularly the existence of non-approved aircraft in RVSM flight levels and the availability of information provided to ARMA; and

- MET/AIM;

that were not addressed by appropriate conclusions and action plans.

2.5   AFI regional air navigation planning and implementation issues (Agenda Item 3)

2.5.1   Outcomes of Initiatives regarding the next generation of aviation professionals: The ANC noted the Conclusion 17/3 regarding next aviation professionals and expressed the view that   training of staff is an important issue but more of importance is to have sufficient competent staff and other resources and facilities. The ANC requested ICAO to explore means on how to support States in the AFI region to improve this situation and to attract and retain competent personnel to work in the aviation field.

2.5.2   Performance –Based Global Air Navigation System-Developments in Implementation: The ANC concurred with the Conclusion 17/4 formulated by APIRG to establish a mechanism for data collection, processing and storage to support Regional Performance metrics.

2.5.3   Follow-up of the Special AFI RAN Meeting Conclusions: In regard to Establishment of Regional Aviation Safety Teams (RAST), the ANC noted the action taken in the AFI region to implement RASTs (Conclusion 17/7 refers). The ANC agreed to support the initiative.

2.5.4   Status of implementation of Annex 14 requirements for Aerodromes Certification and Safety Management Systems: The ANC supported the Conclusion 17/10 related to Aerodrome Certification and requested States to address the lack of aerodrome certification activities and the implementation of runway end safety areas (RESA).

2.5.5   Use of the Aviation Frequency Spectrum and the International Telecommunication Union (ITU) World Radiocommunication Conference (WRC): The ANC noted Conclusion 17/34 with regard to the participation of States in national and regional WRC preparatory meetings and those of African Telecommunications Union (ATU) to present ICAO position. The Commission acknowledged the efforts made by AFI States in supporting the ICAO policies at ITU Conferences.

2.5.6   Non-Application of Charges for the Utilization of Aeronautical Frequency Spectrum: The Commission noted and applauded the implementation of VSAT in the AFI region. (Conclusion 17/38 refers).

2.5.7   Strategic Lateral Offset Procedures (SLOP): The ANC welcomed this positive development. The increased reliance on highly accurate navigation systems in African airspace increases the possibility of collision should a loss of vertical separation occur to aircraft in the same route. The ANC also noted that this is particularly good news in a region with challenging geography, vast remote regions, communications deficiencies and largely procedural air traffic control. (Conclusion 17/43 refers)

2.5.8   AFI PBN Implementation Regional Plan. The Commission encouraged the region to work towards the implementation of PBN. (Conclusion 17/46 refers).

2.5.9   AFI Flight Procedures Office/Programme (FPO/FPP): With regard to Conclusion 17/52, The Commission encouraged the establishment of the AFI Flight Procedures Programme (FPP).

2.5.10   Establishment of the AFI Flight Plan Transition Task Force: Concern was expressed by the ANC over the lack of progress for the implementation of the ICAO FPL and instructed the Secretariat to assist the AFI Region wherever possible (Decision 17/61 refers).

2.5.11   Search and Rescue Services: The Commission noted the Conclusion 17/68, and was informed by the Secretariat on several initiatives done in the AFI region to improve SAR services. The Commission called upon States to make efforts to implement measures requested by this conclusion.

2.5.12 *Provision of SIGMET, Tropical Cyclones and Volcanic Ash Advisories for the AFI Region:* The Commission noted Conclusion 17/82 related to measures to improve the issuance and dissemination of SIGMET, observing that similar issues associated with communications exist.

2.5.13 *Aeronautical Information Management:* Regarding the transition from AIS to AIM, the ANC noted Conclusion 17/86 and considered that the transition to AIM in AFI region will benefit if robust communication infrastructure exists. The Commission requested the Secretariat to support/monitor the transition of AIS to AIM through regional mechanisms.

2.5.14 *Deficiencies in the AIS/MAP, ATM and SAR fields:* With regard to Conclusion 17/100, Development of the AFI web-based Air Navigation Deficiency Database, the ANC noted that regional offices are developing this database of deficiencies and APIRG had planned to use this database to increase transparency and currency of information, to provide a source for remedial actions giving stakeholders the opportunity to contribute to the status of deficiencies. States and international organizations should contribute to update the database.

2.5.15 *Establishment of the Regional Aviation Safety Groups (RASGs):* The Commission expressed support to the establishment of RASG in AFI region (Conclusion 17/105 refers).

2.6 As a general statement on the APIRG/17 report, it was remarked that the implementation status of a number of items had not been included in the report, for example: WGS 84; aerodrome certification; safety management and SSP; and aeronautical information management. It was suggested that future reports should contain more information.

2.7 A concern was raised about the lack of information on the status of implementation of English proficiency requirements in the AFI Region. The Secretariat was requested to raise this issue at the next APIRG meeting.

2.8 The Commission advised APIRG to apply the procedures included in their Procedural Handbook for the development of their reports and the formulation of conclusions/decisions.

3. FOLLOW-UP ACTION BY THE SECRETARIAT ON THE APIRG/17 REPORT

3.1 The Secretariat's report on follow-up actions on the APIRG/17 Report will be presented to APIRG/18 in Working Paper 3.

4. ACTION BY APIRG/18

4.1 The meeting is invited to:

> note the actions taken by the Commission on the APIRG/17 Report, as outlined in this working paper and, in particular, to **Appendix C** hereto.

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APPENDIX A

OUTCOME OF THE SEVENTEENTH MEETING OF THE
AFI PLANNING AND IMPLEMENTATION REGIONAL GROUP (APIRG/17)
(Ouagadougou, Burkina Faso, 2-6 August 2010)

EXECUTIVE SUMMARY

1)   The meeting was attended by 233 participants from 41 Member States and 20 regional and international organizations.

2)   States were encouraged to take actions to ensure adequate number of qualified and competent aviation professionals in AFI region.

3)   States were urged to establish mechanism for data collection to support regional performance metrics in AFI region and submit this data to the corresponding regional office.

4)   States were requested to make strategic plans for the implementation of SSP to support the implementation of aerodrome certification and SMS implementation.

5)   The need for an ATS-Voice numbering plan for AFI region was identified to ensure interregional interconnection and interoperability of voice communications switching systems (VCSS).

6)   States were requested to implement CPDLC and ADS-C procedures for en-route operations in their oceanic and remote continental airspace.

7)   A High Level meeting will be organized to define the regional strategy for the introduction of GNSS augmentation in AFI region. Cost/benefit analysis related to SBAS should be prepared.

8)   States were urged to support the ICAO position for ITU World Radio Conference (WRC) 2012.

9)   Adopted implementation of strategic lateral offset (SLOP) in AFI region in two phases by 30 November 2010 and 2 June 2011 respectively.

10)   The AFI PBN implementation regional plan was updated and endorsed.

11)   The establishment and hosting of AFI Flight Procedures Programme (FPP) was reviewed.

12)   States were urged to improve the Search and Rescue Services in AFI region.

13)   Measures were taken to improve the issuance and dissemination of SIGMET information in AFI region.

14)   The AIM Transition Roadmap was adopted to facilitate the transition from AIS to AIM within AFI region. An AFI-CAD Business plan was revised.

15)   ICAO was invited to expedite the development of a web-based AFI Air Navigation Deficiencies Data Base (AANDD).

16)   Efficiency recommendations of the SP AFI/08 RAN Meeting were followed up by APIRG/17. This follow-up will be done by APIRG on a continuous basis and flight safety issues will be addressed by the newly formed RASG-AFI and ACIP. An updated action plan with the SP AFI/08 RAN recommendations related to efficiency were presented to the 37th Session of the ICAO Assembly.

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APPENDIX B

THE SEVENTEENTH MEETING OF THE
AFI PLANNING AND IMPLEMENTATION REGIONAL GROUP (APIRG/17)

APIRG CONCLUSIONS

AN ANALYSIS

1.   The APIRG/17 Meeting developed a total of 107 outputs, comprising 87 conclusions and 20 decisions. These 107 outputs can be categorized into two levels of actions. The first level (106 outputs), known as "implementations plans", calls for action by Headquarters, the Regional Office, States and APIRG itself and results in activities that support the implementation of air navigation systems. The second level (1 output: Conclusion 17/82), 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 107 outputs, 24 have been chosen for presentation to the ANC WG on SRP and are detailed in Appendix C hereto. The selection criteria for 24 outputs for review by the ANC reflects inter alia key regional implementation issues, calls for interregional harmonization, refers to ICAO global programmes or requests for specific action by ICAO Headquarters.

3.   With regard to the conclusions and decisions of the meeting which are not reflected in the Action Plan, follow-up action will be taken by the Secretary General in accordance with established practice. Each entry in the Action Plan is linked to the Strategic Objectives of the Organization for 2005-2010.

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APPENDIX C
Implementation of select conclusions/decisions of APIRG/17 Meeting
— Action Plan —

Conclusion No. --- Strategic Objective*	Title of Conclusion	Text of Conclusion	Responsibility	Deliverable	Action Agreed by ANC on 8 March 2011 (ANC 186-6)	Reporting/ Completion date
C 17/3 **A**	**Next Generation of Aviation Professionals**	That, States in the AFI Region take necessary actions to ensure that an adequate number of qualified and competent aviation professionals to operate, manage and maintain the future international air transport systems is developed and retained.	States	Qualified and competent aviation professionals	Request Secretariat to explore means to support States in the AFI Region to improve this situation and attract and retain competent personnel to work in the aviation field.	2011
C 17/4 **D**	**Mechanism for Data Collection to support Regional Performance Metrics**	That States that have not done so, are requested to establish, when possible, a mechanism for data collection, processing and storage and provide the information to the corresponding Regional Office for the identified regional performance metrics.	States	Implementation of mechanism and information of regional performance metrics	Support the conclusion to establish a mechanism to collect data to support Regional performance metrics.	2011 2011
C 17/7 **A**	**Establishment of Regional Aviation Safety Teams**	That: a) ICAO Regional Offices should be the champions in the establishment of Regional Aviation Safety Teams (RAST); and b) The Terms of Reference of the RAST should be established so that in soliciting participants from States, appropriate individuals are identified for participation.		Regional Aviation Safety Teams (RAST)	Noted actions taken in the AFI Region to implement RASTs.	2011

Conclusion No. --- Strategic Objective*	Title of Conclusion	Text of Conclusion	Responsibility	Deliverable	Action Agreed by ANC on 8 March 2011 (ANC 186-6)	Reporting/ Completion date
C 17/10 **A**	**Aerodrome Certification**	That: a) States which have not done so should while developing their legislative frameworks ensure that Aerodrome Inspectors are adequately empowered to impose operating restrictions and sanctions at aerodromes in cases where non-conformances have been identified; and b) where aerodrome certification has not been implemented, the Aerodrome Operators should commit to certification of their aerodromes by 2011.	States	Certification of aerodromes	Support the conclusion and request States to address the lack of aerodrome certification activities and the implementation of runway and safety areas (RESA).	2011
C 17/15 **D**	**Development of an AFTN Database**	That: a) States provide AFTN centers with statistics software for the automation of AFTN data collection; and b) ICAO develops a secured data base to facilitate web-based electronic compilation of AFTN statistical data collection and monitoring.	States	Statistics software Web-based database	Noted.	2011 2011
C 17/25 **D**	**Implementation of CPDLC**	That, States implement CPDLC procedures for en-route operations in their managed oceanic and remote continental airspace.	States	CPDLC Procedures	Noted.	2011

Conclusion No. --- Strategic Objective*	Title of Conclusion	Text of Conclusion	Responsibility	Deliverable	Action Agreed by ANC on 8 March 2011 (ANC 186-6)	Reporting/ Completion date
C 17/26 **D**	**Implementation of RCP concept**	a) That States take the advantage of RCP concept stated in ICAO Doc 9869 to improve the provision of aeronautical mobile service (AMS) meeting service level agreements; and	States	Meeting service level agreements	Noted and support the implementation of the RCP concept through regional seminars and workshops.	2011
		b) ICAO support the implementation of the RCP concept through Regional Seminars and Workshops.		Seminars/ Workshops		2011
C 17/28 **D**	**Need for a High Level Meeting on AFI GNSS Strategy**	That, in order to assist AFI States in making an informed decision on the regional strategy for the introduction of GNSS applications, AFCAC organize as a matter of urgency a high level meeting in coordination with ICAO, ASECNA, IATA, AFRAA and other relevant stakeholders.	AFCAC	Meeting as a matter of urgency	Noted.	Completed

Conclusion No. --- Strategic Objective*	Title of Conclusion	Text of Conclusion	Responsibility	Deliverable	Action Agreed by ANC on 8 March 2011 (ANC 186-6)	Reporting/ Completion date
C 17/34 **D**	**ICAO Position for the ITU WRC-2012**	That, States and Air Navigation Service Providers (ANSPS): a) continue their efforts on implementation of the relevant elements of ICAO Assembly Resolution A32-13 and in particular, participate in the preparatory work of the ITU and the ATU for WRC; and b) continue to assign high priority to the tasks relating to the protection and availability of Radio frequency spectrum allocated to aeronautical services and in particular, actively participate in the relevant activities of the ITU-R and ATU.	States/ANSPs	Protection of Radio frequency spectrum	Noted. The ANC acknowledges the efforts made by AFI States in supporting ICAO policies at ITU Conferences.	2011
C 17/38 **D**	**Non-application of charges for the utilization of aeronautical frequency spectrum**	That, AFI States refrain from subjecting Air Navigation Service Providers to charges for the utilization of Aeronautical Frequency Spectrum, including aeronautical communications supported by VSAT Stations.	States	Non-application of charges for the utilization of aeronautical frequency spectrum	Noted and applauds the implementation of VSAT services in the AFI Region.	2011

Conclusion No. --- Strategic Objective*	Title of Conclusion	Text of Conclusion	Responsibility	Deliverable	Action Agreed by ANC on 8 March 2011 (ANC 186-6)	Reporting/ Completion date
C 17/42 **D**	**Resolution of Missing Flight Plans Problem**	That, in order to effectively address the problem of missing flight plans between AFI ACCS, AFI states: a) take immediate measures to ensure that standard requirements for flight plan processing are adhered to; b) ensure that all FIRs collect/record information on missing flight plans and exchange such information/data with other FIRs; c) ensure that ACCs/FICs respond to queries from other ACCs/FICs regarding missing flight plans on a timely basis, providing details that might assist not just the affected firs but others in resolving the causes for missing flight plans; and d) bring the trend information/data on missing flight plans to the attention of the TAG for further action.	States	Solve missing flight plan problem	Noted and acknowledge that there are areas of no/poor flight plan coordination that need to be improved.	2011

Conclusion No. --- Strategic Objective*	Title of Conclusion	Text of Conclusion	Responsibility	Deliverable	Action Agreed by ANC on 8 March 2011 (ANC 186-6)	Reporting/ Completion date
C 17/43 **D**	**Implementation of Strategic Lateral Offsets (SLOP) in the AFI Region**	That, AFI States implement SLOP within their areas of responsibility, by AIRAC effective date 30th November 2010, in line with provisions in PANS-ATM Doc 4444 Chapter 16 and the following guidance: a) SLOP will be applied in those oceanic FIRs where fixed routes are established; b) SLOP will be applied in all areas of the continental AFI Region except in those areas where ATC separation is provided by surveillance, unless approved by the State; and c) SLOP will be applied in oceanic random routing areas (AORRA and IORRA) with effect from the target date of AIRAC date of 2 June 2011.	States	Implement SLOP	Noted . The Commission welcomed this positive development. The increased reliance on highly accurate navigation systems in African airspace increases the possibility of collision should a loss of vertical separation occur to aircraft in the same route. The ANC also noted that this is particularly good news in a region with challenging geography, vast remote regions, communications deficiencies and largely procedural air traffic control.	2010/2011

Conclusion No. --- Strategic Objective*	Title of Conclusion	Text of Conclusion	Responsibility	Deliverable	Action Agreed by ANC on 8 March 2011 (ANC 186-6)	Reporting/ Completion date
C 17/46 **D**	**AFI PBN Implementation Regional Plan**	That: a) the AFI Regional PBN implementation plan is updated and endorsed as at Appendix G 3.4D to this report, to more accurately reflect PBN implementation goals in Assembly Resolution A36-23, guidance in the PBN Manual (Doc 9613), and regional planning guidance provided by APIRG; and b) the Regional PBN Implementation Plan be included in AFI Doc 003.		Update AFI Regional PBN implementation plan	Noted .The Commission encourages the region to work towards the implementation of PBN.	2011
C 17/51 **D**	**Lowering of RNAV/RNP Routes UM214 and UM215**	That, the ICAO Regional Offices carry out further consultations with the States concerned about the lowering of RNAV/RNP routes UM214 and UM215 from FL330 down to FL320, taking into account operational considerations.			Noted.	2011
C 17/52 **D**	**Dissemination of a letter inviting proposals for establishment of the AFI Flight Procedures Programme (FPP)**	That, pursuant to the SP AFI/08 RAN Meeting, Recommendation 6/10, ICAO disseminate, as a matter of urgency, the letter inviting interested States and international organizations to submit proposals for establishment and hosting of the AFI FPP.			Noted . The Commission encourages the establishment of the AFI Flight Procedures Programme (FFP).	Completed

Conclusion No. --- Strategic Objective*	Title of Conclusion	Text of Conclusion	Responsibility	Deliverable	Action Agreed by ANC on 8 March 2011 (ANC 186-6)	Reporting/ Completion date
D 17/61 **D**	**Establishment of the AFI Flight Plan Transition Task Force (FPLT TF)**	That, in order to enable a harmonized regional implementation of Amendment 1 to the fifteenth edition of PANS-ATM (Doc 4444) in coordination with other ICAO Regions: a) the AFI Flight Plan Transition Task Force (FPLT TF) is established with the terms of reference (TOR) at Appendix 3.4J to this report; b) the Task Force should, if practical hold its first meeting as soon as possible but no later than September 2010; c) AFI States are urged to provide to the Task Force information requested with regard to its studies and assessments, with minimum delay; and d) APIRG noting that its next regular meeting could be in late 2011, directed the ATS/AIS/SAR SG to endorse the regional strategy and plan including changes thereto, on its behalf.	ICAO HQ	Task Force Support AFI Region to implement FPL 2012	Noted the decision and expressed concern over the progress for the implementation of the ICAO FPL 2012. The Secretariat is called upon to assist the AFI Region wherever possible.	2010/2011 2011

Conclusion No. --- Strategic Objective*	Title of Conclusion	Text of Conclusion	Responsibility	Deliverable	Action Agreed by ANC on 8 March 2011 (ANC 186-6)	Reporting/ Completion date
C 17/66 **D**	**Development and promulgation of contingency plans**	That: a) AFI States develop/update and promulgate contingency plans in accordance with Annex 11 and Annex 15 provisions;	States	Contingency plans	Noted.	2011
		b) AFI States use available ICAO guidance material for the development and promulgation of contingency plans including the template at Appendix 3.4K to this report;	States	Contingency plans		2011
		c) ICAO Regional Offices carry out a survey on the status of development of contingency plans in the AFI region in order to take remedial actions as necessary; and		Survey		2011
		d) ICAO Regional Offices expedite responses to States on matters related to development of contingency plans, as well processes for approval of contingency plans submitted by States.				2011

Conclusion No. --- Strategic Objective*	Title of Conclusion	Text of Conclusion	Responsibility	Deliverable	Action Agreed by ANC on 8 March 2011 (ANC 186-6)	Reporting/ Completion date
C 17/68 **D**	**Search and Rescue Services**	That, with the objective to foster the implementation of SAR services and improvement of SAR systems in the Region, AFI states are: a) urged to establish joint aviation/maritime rescue coordination centres (RCCs) in order to optimize usage of resources and coordination; b) encouraged to establish sub-regional task forces to progress the development SAR cooperative arrangements and integration of SAR services; c) urged to consider entering into agreements with States that have adequate facilities (within or outside the sub-region) to assist in SAR operations; and d) encouraged to include officials from other State organs who are part of the States SAR organization, in their delegations to relevant ICAO meetings and workshops.	States	SAR services	Noted . The Commission was informed by the Secretariat on several initiatives done in the AFI Region to improve SAR services. The Commission called upon States to make efforts to implement measures requested by this conclusion.	2011

Conclusion No. --- Strategic Objective*	Title of Conclusion	Text of Conclusion	Responsibility	Deliverable	Action Agreed by ANC on 8 March 2011 (ANC 186-6)	Reporting/ Completion date
C 17/82 **D**	**Measures to improve the issuance and dissemination of SIGMET**	That: a) the ICAO Regional Offices of Dakar and Nairobi evaluate the provision of SIGMET information in all AFI MWOs through the RODB and State missions;	ICAO Headquarters/ WMO	SIGMET information	Noted the conclusion observing that similar issues associated with communications exist.	2011
		b) ICAO Regional Offices encourage States to establish arrangements between adjacent MWOs for the provision of SIGMET information in MWOs where telecommunications or organizational issues are still inadequate;		Arrangements between MWOs		2011
		c) WMO in coordination with ICAO, be invited to provide additional training in the issuance of VA and TC SIGMETs to some MWOs not able to issue the required SIGMETs;	States	Training	The Secretary General is requested to coordinate with WMO for additional training related to issue of VA and TC SIGMETs.	2011
		d) the ICAO Regional Offices of Dakar and Nairobi update the AFI SIGMET guide for additional details of VA and TC test procedures; and		Update AFI SIGMENT guide		2011
		e) the MWOs provider States endeavor to address the identified deficiencies in the issuance and dissemination of SIGMET.		Address SIGMET deficiencies		2011

Conclusion No. --- Strategic Objective*	Title of Conclusion	Text of Conclusion	Responsibility	Deliverable	Action Agreed by ANC on 8 March 2011 (ANC 186-6)	Reporting/ Completion date
C 17/86 **D**	**Transition from AIS to AIM**	That, recognizing the limitations of the current AIS, which does not meet the new global ATM system requirements envisioned by the ATM operational concept, and taking into consideration the ICAO roadmap for the transition from AIS to AIM: a) States that have not yet done so, are urged to develop national plans to implement the transition from AIS to AIM and send them to the ICAO ESAF and WACAF Regional Offices before 31 December 2010; and b) AFI AIM implementation task force monitor the progress of transition from AIS to AIM in the AFI Region and support regional and national planning efforts.	States	Develop national plans Monitor /Support transition AIS to AIM	Noted. The transition in the AFI Region will benefit if a robust communication infrastructure exists. The Commission called upon the Secretariat to support/monitor the transition of AIS to AIM through regional mechanisms.	2010 2011

Conclusion No. --- Strategic Objective*	Title of Conclusion	Text of Conclusion	Responsibility	Deliverable	Action Agreed by ANC on 8 March 2011 (ANC 186-6)	Reporting/ Completion date
C 17/92 **D**	**Development and management of a National e-TOD Programme**	That, States, in accordance with sound management principles and procedures, should: a) develop a framework and a detailed planning including priorities and timelines, for the implementation of a national e-TOD programme; b) adopt/follow a collaborative approach, involving all concerned parties, in the implementation of e-TOD provisions; and c) make an inventory of and evaluate the quality of existing terrain and obstacle data sources, and in the case of data collection, consider carefully the required level of details of collected terrain and obstacle data with particular emphasis on obstacle data and associated cost.	States	National e-TOD programme	Noted.	2011
C 17/97 **D**	**Adoption of the AIS to AIM Transition Roadmap**	That, States adopt the roadmap as guidance material to plan, manage and facilitate the global transition from AIS to AIM within the AFI Region including planning of the scope and prioritizing projects and actions for the transition to AIM.	States	AIS to AIM Transition Roadmap	Noted.	2011

Conclusion No. --- Strategic Objective*	Title of Conclusion	Text of Conclusion	Responsibility	Deliverable	Action Agreed by ANC on 8 March 2011 (ANC 186-6)	Reporting/ Completion date
C 17/100 A	**Development of the AFI web-based Air Navigation Deficiency Database**	That, in order to enable States and international organizations to contribute directly to the deficiency database on a continuous basis, ICAO Regional Offices expedite the development of a web-based AFI Air Navigation Deficiencies Data Base (AANDD).	States/ international organizations	Web-based AFI Air Navigation Deficiencies Database (AANDD)	Noted .States/international organizations should contribute to update the deficiencies database.	2011
C 17/105 A	**Amendment of APIRG TOR and Procedural Handbook**	That: a) the Terms of Reference and tasks of the group be amended as at Appendix 7A to this report; and b) the amendments be reflected in the APIRG Procedural Handbook.		Updated Terms of Reference	Noted. The Commission expressed its support to the establishment of RASG in the AFI Region.	2011

* Note: ICAO 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.*

— END —