INTERNATIONAL CIVIL AVIATION ORGANIZATION

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

Agenda Item 2:   Follow-up on the outcome of APIRG/17

REVIEW OF STATUS OF IMPLEMENTATION OF APIRG/17 CONCLUSIONS AND DECISIONS.

(Presented by the Secretariat)

SUMMARY
This paper presents the following-up action on the APIRG/17 Conclusions and Decisions
REFERENCE(S):   Refer to Para. 3 for action by APIRG. Reference: APIRG/17 meeting report
Related ICAO Strategic Objective(s): A, C and D

1.   INTRODUCTION

1.1   The review of status of implementation of APIRG/17 Conclusions and Decisions is presented in the form of a table.   The table provides the title of each APIRG/17 Conclusion/Decision, Deliverable(s)/Expected Outcome(s), and status of implementation by end of January 2012.

2.   DISCUSSION

2.1   APIRG/17 adopted 87 Conclusions and 20 Decisions which are presented in the Appendix.   The Appendix provides progress made in the implementation of the various Conclusions and Decisions and where information is available constraints to implement them are indicated.   The Conclusions are addressed to States, ICAO and/or International Organizations.

2.2.   In order for the Secretariat to report efficiently, there is need for States to improve on the level of providing information on a timely manner with regard to the status of implementation of these Conclusions.

3.   ACTION BY THE MEETING

3.1   The meeting is invited to:

a)   note the progress made on APIRG/17 Conclusions and Decisions as given at the Appendix;

b)   review and propose further action; and

c)   urge States to provide the Secretariat from time to time with the required information on the status of implementation of these Conclusions in order to assess progress in the strengthening of the air navigation system.

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Conclusion/ Decision No. Strategic Objectives	Title of Conclusion/ Decision	Text of Conclusion/Decision	Deliverables/ Intended Outcome	Status of Implementation
Conclusion 17/1: **D**	Strategies for improved reporting and effective Implementation of APIRG Conclusions and Decisions	That: a) The template used to review and report the status of implementation of APIRG Conclusions and Decisions be amended to reflect the impact, results or effect on the air navigation system of the actions taken; b) The activities of the task forces be enhanced through regular meetings/ communications with States to reinforce implementation of outstanding conclusions and decisions; and c) States be more responsive to requests by the Regional Offices for reports on progress made in implementing these conclusions and decisions in order to develop business cases to support states as appropriate.	Detailed summary of progress made in implementation.	Template implemented (see attachment) however, responses from States is slow.
Decision 17/2: **D**	Proposals for solutions to long outstanding Conclusions and Decisions of APIRG	That, the sub-groups, when presenting their reports to the group, make proposals on strategies for addressing the long outstanding Conclusions and Decisions.	Performance improvement measurements.	Implementation by States is very slow. Most proposed strategies recommended require financial resources which are limited in States.
Conclusion 17/3: **D**	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	a) Efficient management of the civil aviation system. b) Qualified and competent aviation professionals.	Accessing and retaining qualified professionals still a challenge to many States due to poor organizational

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		maintain the future international air transport systems is developed and retained.		structure, poor remunerations and unattractive terms of employment. Establishment of Autonomous CAA being encouraged by ICAO to address this situation.
Conclusion 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.	Measurement of the performance of the civil aviation system.	Slow response from States (25%).
Conclusion 17/5: D	Mechanism for Follow up on ACIP Activities	That, ACIP should develop and implement a mechanism to follow up how much the training activities conducted have translated into actual implementation of the SARPS and eventually the reduction of accidents and incidents.	Surveys on the link between the training activities conducted under AFI Plan and the level of implementation of SARPs	a) Detailed survey on ACIP (now AFI Plan) activities conducted in 2010. b) Specific surveys on each training activity under way, Results expected second quarter 2012.
Conclusion 17/6: A	Development of Training Programmes for Aerodrome Inspectors	That: a) ACIP should assist a few of the existing training institutions to develop and implement Aerodrome Inspectors training programmes. b) In addition to the theoretical training to be offered at the training institutions, States should establish mechanisms for allowing their Aerodrome Inspectors to	a) Aerodrome inspectors training course material available and courses delivered; b) States have established mechanisms for allowing their Aerodrome Inspectors to undergo on-the-job	Aerodrome inspectors training course material developed in English and French; 3 courses delivered in English and 2 in French between December 2010 and December 2011 leading to training of 119 aerodromes inspectors from 45 African States.

Conclusion/ Decision No. Strategic Objectives	Title of Conclusion/ Decision	Text of Conclusion/Decision	Deliverables/ Intended Outcome	Status of Implementation
		undergo on-the-job training through attachments.	training through attachments.	
Conclusion 17/7: A	Establishment of Regional Aviation Safety Teams (RASTs) (Special AFI RAN Rec. 5/14)	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.	a) Coordinated establishment of Regional Aviation Safety Teams (RASTs) with recognized TOR and operational procedures. b) State commitment to the support of the work of the RASTs	a) RAST's yet to be established and operationalized. However, Regional Office Safety Teams (ROSTs) have been established in the two Regional Offices of Nairobi and Dakar. National Safety Team progressively being established. b) Activities ongoing with emphasis on States under MARB.
Conclusion 17/8: A	Training of Rescue and Fire Fighting (RFFS) Personnel	That, States which have not done so, should develop specific guidance on the rescue and firefighting personnel minimum education background, qualifications and skills during their development including requirement for periodic medical examination.	a) Guidance material to support the improvement of the caliber of the Rescue Fire Fighting Services (RFFS) staff in States. b) Improvement to the ability to implement various RFFS personnel development programs including training.	Status of implementation to be evaluated before AOP/SG/10.

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Conclusion 17/9: A	Aerodrome Emergency Plans	That: a) States should develop guidance material to enable aerodrome operators review their aerodrome emergency plans to include "Public Health Emergencies"; and b) ICAO Regional Offices should carry out surveys of all International Airports close to large bodies of water or swampy areas and organize workshops for them to emphasize the need to provide specific rescue facilities.	a) Uniform and coordinated implementation of the requirement in amendment No. 10 to Annex 14, Vol. I with respect to AEPs. b) Evaluation of the level of implementation of the requirement in Annex 14, Vol. I with respect to special RFFS facilities at airports close to large bodies of water, swampy areas and difficult terrain.	a) Status of implementation to be evaluated before AOP/SG/10. b) Survey questionnaire sent to States but minimum responses received. c) Follow up as part of the ROST activities (Burundi and Rwanda as of February 2012. d) Guidance material being developed. To be distributed to States
Conclusion 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	a) Improved implementation of the Annex 14. Vol. I requirement for aerodrome certification in the AFI States.	a) Status of implementation to be evaluated before AOP/SG/10. b) Follow up by Regional Offices as part of the ROST activities Rwanda, Mozambique and Zambia as at end of February 2012.

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		of their aerodromes by 2011.		
Conclusion 17/11:

A | Implementation of SSP and SMS | That:
a) To effectively achieve the objectives of SMS at certified aerodromes, senior management of the aerodrome organizations should demonstrate commitment to SMS by actively participating in its implementation and by providing adequate resources for training of staff and contractors, and by facilitating the flow of safety information to all staff;
b) Senior management at aerodromes should pay more attention to safety monitoring and to the implementation of remedial actions necessary for the achievement of required safety performance levels and ensure that safety objectives and strategies are clearly defined; and
c) As a matter of urgency, civil aviation authorities should endeavor to establish objective strategic plans for the implementation of the SSP in order to expeditiously support implementation of Annex 14 requirements for aerodrome certification and SMS implementation. | a) Improved uniform implementation of the Annex 14, Vol. I requirement for establishment of SMS at certified aerodromes.
b) Improved uniform implementation of the Annex 14, Vol. I requirement for establishment of SSP in AFI States. | a) Status of implementation to be evaluated before AOP/SG/10.
b) Follow up by Regional Offices as part of the ROST activities for States who achieve implementation of aerodrome certification. |

Conclusion/ Decision No. Strategic Objectives	Title of Conclusion/ Decision	Text of Conclusion/Decision	Deliverables/ Intended Outcome	Status of Implementation
Decision 17/12: D	Participation of Members at CNS/ SG Meetings	That, all States and Organizations which are members of the CNS sub-group should participate in sub-group meetings/teleconferences.	Increased participation in Sub-group activities ,	CNS/SG members notified. 60 participants attended CNS/SG/4 (July 2011)
Conclusion 17/13: A	AFTN Performance	That, D.R. Congo, Congo, Ghana and Nigeria should endeavour to improve the Accra/Kano and Brazzaville/Kinshasa circuits as soon as possible but not later than the end of December 2010.	Improved coordination between concerned FIRs.	Implemented.
Conclusion 17/14: D	AFTN Monthly Statistical Data	That, States which have not done so, follow up on and implement Recommendation 9/4 of AFI/7 (Performance of AFTN Circuits) and Decision 16/12 of APIRG/16 (Follow up of the performances of the aeronautical fixed service) by forwarding to the Regional Offices the AFTN Monthly Statistics (missing flight plans status, transit time statistics).	Statistical data submitted by all AFTN centres to support performance assessments.	Implementation in progress. Data are being sent to ICAO ROs on a more regular basis.
Conclusion 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 develop a secured data base to facilitate web-based electronic compilation of AFTN statistical data collection and monitoring.	a) Timely submission of, and access to, statistical data facilitated. b) Improved monitoring of AFTN performance.	a) Implementation in progress. b) Not implemented To be re-assessed in the framework of transition to AHMS.

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Conclusion 17/16: A	Implementation of AMHS	That, when implementing AMHS as part of Aeronautical Telecommunication Network (ATN) system, AFI States and Organizations adopt a cooperative approach based on a regional coordination to ensure the continuity of AFS during the transition period between AFTN and full AMHS operations.	Coordinated implementation of AMHS in the Region.	Implementation in progress.
Conclusion 17/17: D	Creation of an AMHS Implementation Task Force	That: a) A task force be formed with Terms of Reference as at Appendix 3.3A to this report in order to coordinate and plan for the implementation of AMHS in AFI; and b) ICAO continue to strongly support States in the implementation of AMHS by organizing more relevant workshops and seminars in AFI region.	a) Regional implementation strategy developed and adopted by APIRG. b) Aviation personnel familiarized with AMHS technology and procedures.	a) Implemented b) Implementation in progress. Regional AMHS Workshop held in 2011
Conclusion 17/18: A	Implementation of ATS/DS Circuits	That, concerned States and Organizations take appropriate action and implement the outstanding AFI ANP ATS/DS Circuits. In doing so, the guidelines developed by ICAO for the implementation of VSAT should be taken into consideration and ensure: a) Harmonized networks avoiding the multiplication of sub-networks and technology; and	Full connectivity and improved coordination between ATS units.	a) Implementation in progress. b) ATS/DS facilities have been implemented by AFI States in accordance with ANP requirements. Such facilities are yet to be operational in few States (See Con.17/19)

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		b) Cost effective networks by sharing existing networks interconnection capability.		
Conclusion 17/19: **A,D**	Activation of AFS Circuits	That: a) DRC, Ethiopia, Eritrea, Rwanda and Burundi endeavour to activate the following circuits which have been implemented through NAFISAT/SADC/2 Networks in order to improve flights coordination: • Addis Ababa/Asmara, • Kinshasa/Kigali; and • Bujumbura/ Kinshasa. b) ICAO facilitates the necessary arrangements as required.	a) Activation of Addis Ababa/ Asmara, Kinshasa/Kigali and Bujumbura/ Kinshasa circuits. b) Improved ATS coordination and flight safety.	a) Not implemented for non-technical reasons. b) Follow up was done during NAFISAT and SADC VSAT coordination meetings
Decision 17/20: **D**	Need for an ATS-Voice Numbering Plan for AFI	That, in accordance with ICAO manual on ATS ground-ground voice switching and signaling (Doc 9804, Chapter 2 Section 2.3): a) A technical study for the development of a global ATS voice numbering plan for the AFI Region be conducted to ensure inter regional interconnection and interoperability of Voice Communication Switching Systems (VCSS) and; b) The work programme of the CNS/SG be	Numbering plan developed for ATS voice communications.	a) Not implemented. b) Implemented

Conclusion/ Decision No. Strategic Objectives	Title of Conclusion/ Decision	Text of Conclusion/Decision	Deliverables/ Intended Outcome	Status of Implementation
		amended accordingly.		
Conclusion 17/21: **D**	AFISNET Network	That, AFISNET States/Organizations pursue their effort in implementing the various conclusions of the previous relevant meetings (Conclusion 16/07 of SNMC/16; Recommendation 6/18 of SP AFI RAN; Conclusion 17/02 of SNMC/17; Conclusions of the Joint Technical Team) to modernize the network by evaluating and re-engineering AFISNET.	Sustainable network meeting performance requirements.	a) Implementation in progress. b) Call for tenders prepared by SNMC for AFISNET re-engineering.
Conclusion 17/22: **D**	Regular Meetings between VSAT Network Managers	That, in order to ensure interoperability between VSAT Networks AFI States should implement Recommendation 6/19 of SP AFI RAN 2008 calling for regular meetings to be held by VSAT Managers under the coordination of ICAO Regional Offices.	Integrated /consolidated SAT network.	Implemented. AFI VSAT/ meetings held in 2011 and 2012.
Conclusion 17/23: **A**	Back Up-Systems for AFS	That, States provide suitable backup systems for AFS (ATS/DS and AFTN) based on available conventional and emerging technologies (satellite, fiber optics etc.), and install and/or enhance their backup systems using: a) Satellite telephone voice and/or data facilities; b) Public switched telephone network ; c) Secured internet; and d) Voice over Internet Protocol (VoIP).	Continuity of services.	Implementation in progress.

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Conclusion 17/24: D	Submission of COM Lists	That, States that have not done so, submit their updated COM lists to the ICAO Regional Offices. The submitted lists should have the aeronautical coordinates provided in WGS-84 format.	AFI COM lists completed Efficient frequency assignment planning and management.	Implementation in progress.
Conclusion 17/25: D	Implementation of CPDLC	That, States implement CPDLC procedures for en-route operations in their managed oceanic and remote continental airspace.	a) Increased use of data link communications. b) Improved air-ground communications in FIRs	Implementation in progress.
Conclusion 17/26: D	Implementation of RCP Concept	That : a) 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 b) ICAO support the implementation of the RCP concept through Regional Seminars and Workshops	a) Efficient ATS communications. b) Aviation personnel familiarized with RCP concept.	a) Not implemented. Global Operational Data Link Document (GOLD) finalized. b) Not implemented due to budget constraints.
Conclusion 17/27: A	Elimination of Aeronautical Radio navigation Service (ARNS) Deficiencies	That, States take urgent action to eliminate the current outstanding aeronautical radio navigation service (ARNS) deficiencies as identified in Appendix 4.1D to the report.	Increased compliance with Air navigation plan requirements.	a) Implementation in progress. b) No updates from States concerned.

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Conclusion 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.	a) High level meeting held. b) Consistency in AFI GNSS Strategy.	AFCAC/AU meeting held in November 2010.
Conclusion 17/29: **D**	Need for an Independent Cost-Benefit Analysis	That, considering the lack of consensus between stakeholders on available cost-benefit analyses related to SBAS implementation in the AFI Region, a cost benefit analysis based on objective assumptions should be performed by independent experts, and submitted to the high level meeting to be organized by AFCAC on AFI GNSS strategy, for consideration.	Independent SBAS cost-benefit analysis completed.	Not implemented. Terms of reference developed. Lack of funding for the study.
Decision 17/30: **D**	Coordination of Traffic Data for Aeronautical Studies	That, APIRG bodies should closely coordinate their work with the AFI Traffic Forecasting group (TFG) to ensure that accurate and reliable traffic data are made available for aeronautical studies conducted in the AFI Region, including CNS/ATM related Cost Benefit Analysis (CBA).	Common and reliable data source used for aeronautical studies in the Region.	APIRG bodies notified.
Conclusion 17/31: **A**	Implementation of ADS-C.	That, States implement ADS-C Procedures for en-route operations in their managed oceanic and remote continental airspace.	Improved situational awareness for en-route operations.	Areas of routing AR1, AR2 and AR6 have been implemented. AR4 and AR5 in progress.

Conclusion/ Decision No. Strategic Objectives	Title of Conclusion/ Decision	Text of Conclusion/Decision	Deliverables/ Intended Outcome	Status of Implementation
Decision 17/32: D	Development of AFI Surveillance Strategy	That, in order to finalize the development of AFI Surveillance Strategy, the Terms of Reference, work programme and composition of the AFI Surveillance Task Force be amended as shown in Appendix 3.3D to this report.	AFI Surveillance Strategy finalized.	Implemented.
Conclusion 17/33: D	Data collection for Aerodrome and TMA categorization	That, no later than 31 December 2010, States which have not yet done so, compile and submit the relevant data concerning their managed aerodromes and Terminal Areas (TMAs) in order to facilitate the work of the CNS sub-group on their categorization. To this effect, States should ensure that close coordination is carried out between civilian and military stakeholders.	Aeronautical surveillance requirements established based on categorization of AFI TMAs and aerodromes.	Surveillance strategy for AFI TMAs and aerodromes implemented.
Conclusion 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	Support to ICAO position for ITU WRC-12.	Implemented. WRC-12 held from 23 January to 17 March 2012.

Conclusion/ Decision No. Strategic Objectives	Title of Conclusion/ Decision	Text of Conclusion/Decision	Deliverables/ Intended Outcome	Status of Implementation
		relevant activities of the ITU-R and ATU.		
Conclusion 17/35: D	Deletion of Footnotes 5.330, 5.362B and 5.362C	That, States with footnotes at 5.330, 5.362B and 5.362C be urged to contact their spectrum regulators to delete theses footnotes	Footnotes deleted from ITU Radio Regulations.	a) Implementation in progress. b) States to report status under Agenda item 3.
Conclusion 17/36: D	Registration of Operational Frequencies	That, States which have not formally registered their operational frequencies take the necessary steps to register their operational frequencies with their Telecommunication Regulatory Authorities.	All aeronautical frequencies duly registered.	Implementation in progress. States to report status under Agenda item 3.
Decision 17/37: D	Follow –Up of AFI/FMG Action Plan	That: a) The following States should follow up on ITU WRC-12 Agenda items and report to AFI/FMG: • South Africa: Agenda item 1.7; • Ghana: Agenda item 1.3; • Kenya: Agenda item 1.4; and b) The AFI/FMG rapporteur (ASECNA) coordinate and follow up the AFI/FMG action plan and report to the CNS Sub-group.	Reports submitted to AFI/FMG and CNS/SG.	Implemented by Ghana, Kenya and South Africa
Conclusion 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	AFI ANSPs exonerated from Radio Regulators' charges.	States notified of the Conclusion through a State letter.

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Decision 17/39: D	Future Work Programme and Composition of The CNS Sub-Group	That, the work programme and composition of the CNS Sub-group be adopted as shown at Appendix 3.3F to this report.	CNS/SG work programme addressed and report submitted to APIRG/18.	Implemented.
Conclusion 17/40: D	CNS Performance Objectives	That, the CNS performance objectives and performance framework form developed by ICAO SP AFI RAN (2008) be amended as shown at Appendix 3.3G to this report.	Regional/national performance objectives updated.	Implemented.
Conclusion 17/41: A	ATM Performance Framework	That, the AFI performance framework forms formulated by the Special AFI/08 RAN Meeting regarding performance objectives in the fields of CNS/ATM and SAR are updated as at Appendix 3.4A to this report: *Appendix 3.4A (1) Implementation of the new ICAO Flight Plan Provisions;* *Appendix 3.4A (2) Optimization of the ATS route Structure in en-route airspace;* *Appendix 3.4A (3) Optimization of the ATS route Structure in terminal airspace;* *Appendix 3.4A (4) Optimization of vertically guided RNP approaches;* *Appendix 3.4A (5) Search and Rescue.*	Updated PFFs. Harmonized planning.	a) PFFs updated. b) Updated by ATM/AIM/SAR SG/12 c) Updated by ATM/AIM/SAR SG/12 d) Updated by ATM/AIM/SAR SG/12
Conclusion 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**:**	Resolved problem related to missing flight plan.	a) Regional surveys conducted b) Potentially problematic routes/flows being targeted.

Conclusion/ Decision No. Strategic Objectives	Title of Conclusion/ Decision	Text of Conclusion/Decision	Deliverables/ Intended Outcome	Status of Implementation
		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.		c) The Secretariat, in close collaboration with ARMA, will collect information on missing flight plans and will bring the matter to the attention of the TAG/4 meeting to be convened in March 2012.
Conclusion 17/43: **A, 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	a) Application of SLOP in AFI oceanic FIRs b) Application of SLOP in areas of continental (AFI Region). c) Application of SLOP in oceanic random routing areas (AFI Region)	Implementation to be completed by December 2012. Changes to SLOP and routes will be reviewed annually through the PBN Regional Plan implementation mechanism.

Conclusion/ Decision No. Strategic Objectives	Title of Conclusion/ Decision	Text of Conclusion/Decision	Deliverables/ Intended Outcome	Status of Implementation
		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.		
Decision 17/44: **A, D**	Dissolution Of APIRG RVSM Task Force and re-assignment of activities	That, taking into consideration the successful implementation of RVSM in the AFI Region on 25 September 2008, and the establishment of the Tactical Action Group (TAG) by the Special AFI RAN Meeting, 2008: a) The AFI RVSM Task Force established under APIRG Decision 13/58 is dissolved and; b) The ATS/AIS/SAR Sub-group review and adjust its terms of reference accordingly in order to address issues related to RVSM implementation.	a) Dissolution of the AFI RVSM Task Force b) Revised TOR of the ATS/AIS/SAR SG	Action completed
Decision 17/45: **A, D**	ARMA Scrutiny Group	That, the ARMA Scrutiny Group is established with the Terms of Reference at Appendix 3.4C to this report.	Establishment of the ARMA Scrutiny Group and its TOR	Implemented
Conclusion 17/46: **A, 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 (9613), and	a) Updated AFI Regional PBN Implementation Plan b) Updated Doc 003	Regional PBN Plan updated based on A37-11s

Conclusion/ Decision No. Strategic Objectives	Title of Conclusion/ Decision	Text of Conclusion/Decision	Deliverables/ Intended Outcome	Status of Implementation
		Regional planning guidance provided by APIRG; and b) The Regional PBN Implementation Plan be included in the AFI Doc 003.		
Conclusion 17/47: **A, D**	National PBN implementation plan	That States: a) Use the Regional PBN implementation plan template at Appendix 3.4E to this report , for the development of a national PBN implementation plan and consider the action planning provided by the Joint PBN/GNSS/I Task Forces Meeting to support planning; b) Provide feedback to the ESAF and WACAF Regional Offices by 30 October 2010 regarding progress in the development of their national plans, indicating any challenges, if any, that are delaying the development of the plan, as well as measures taken or to be taken to overcome such challenges; and c) Complete their National PBN plans as soon as possible.	a) Development of national PBN implementation Plans. b) Update on States' PBN Plans provided to ICAO ESAF and WACAF Regional Offices during 2010 - 2012 c) Completed and published National PBN plans	a) PBN Plans received from 13 States: (Botswana, DRC, Egypt, Ethiopia, Ghana, Kenya, Madagascar, Mauritius, Nigeria, Seychelles, South Africa, Togo and Uganda). b) 31 States have developed and published PBN approaches as of January 2012
Conclusion 17/48: **A, D**	PBN implementation tools	That States: a) Use project management plans and implementation action plans provided by the PBN Task Force, as well as project management softwares (such as Microsoft project or freely available	a) PBN implementation supported by project management plans/tools during 2010-2011. b) Completed gap analysis by December 2011.	a) Implementation in some States on-going during 2012 until completion of their PBN Plans.

Conclusion/ Decision No. Strategic Objectives	Title of Conclusion/ Decision	Text of Conclusion/Decision	Deliverables/ Intended Outcome	Status of Implementation
		applications), to support PBN implementation activities; and b) Carry out a gap analysis using the project plan template attached to the report, or similar approach, in order to more accurately develop their PBN implementation plans.		
Decision 17/49: **A, D**	Dissolution of the GNSS implementation and PBN task forces and Establishment of the PBN/GNSS task force.	That, the GNSS implementation and PBN Task Forces are dissolved and the PBN/GNSS Task Force is established with the terms of reference in Appendix 3.4F to this report.	Dissolution of GNSS/PBN TF and establishment of the PBN/GNSS TF	Action completed.
Decision 17/50: **A, D**	PBN Route Network Development Working Group (PRND WG)	That, the AFI PBN Route Network Development Working Group (PRND WG) is established with the terms of reference, composition and working arrangements as at Appendix 3.4G to this report.	Establishment of PRND WG	a) PRND WG established; b) 2 meetings held during 2010/2011; c) Over 65 ATS route trajectories agreed, most have been implemented; d) AFI ANP amended.

Conclusion/ Decision No. Strategic Objectives	Title of Conclusion/ Decision	Text of Conclusion/Decision	Deliverables/ Intended Outcome	Status of Implementation
Conclusion 17/51: **A, 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.	Lower limit of 320 on RNAV routes UM214 and UM215 implemented.	Action coordinated with ASECNA and DRC. To be reviewed at the next PBN/GNSS TF meeting
Conclusion 17/52: **A, D**	Dissemination of a letter inviting proposals for establishment of the AFI Flight Procedures Programme (FPP)	That, pursuant to special AFI/08 RAN meeting Recommendation 6/10, ICAO disseminates, as a matter of urgency, the letter inviting interested States and international organizations to submit proposals for establishment and hosting of the AFI FPP.	Issue State Letter.	a) State letter circulated and responses received from 27 States and 1 Organization; b) ICAO to study the APAC model by July 2012 in order to adopt the best method and mechanism for its establishment.
Conclusion 17/53: **A, D**	Training in support of PBN implementation	That, in order to support the implementation of PBN in the AFI Region: a) PBN Task Force identify priority training needs for implementation for PBN; b) AFI Regional Offices organize seminars/workshops for training of relevant personnel directly involved in the implementation of PBN.	PBN Seminars and workshops convened	PBN Seminars (SIP approved) for 2011 has been postponed to 2012 due to expertise constraints and non-availability of consultants during 2011
Conclusion 17/54: **A, D**	PBN enabling legislation	That, AFI States that have not already done so, include in their legislation and/or regulations provisions to enable the implementation of PBN.	Implemented PBN legislation	States are in the process of developing legislation. A survey on status of implementation will be carried in July 2012.

Conclusion/ Decision No. Strategic Objectives	Title of Conclusion/ Decision	Text of Conclusion/Decision	Deliverables/ Intended Outcome	Status of Implementation
Conclusion 17/55: **A, D**	Participation of representatives of States involved in PBN approval process	That, in order to support the PBN planning and implementation processes, AFI States are urged to include in their delegations to meetings of the PBN Task Force, experts and officials involved in the PBN approval process of aircraft operators.	Shared PBN expertise	This requirement will be moved to the PBN/GNSS Task Force TOR, after consideration and approval by APIRG/18
Conclusion 17/56: **A, D**	Funding of the PBN implementation programme	That, regulatory bodies, operators, service providers and other stakeholders be granted budgetary allocations for acquisitions and other activities necessary for ensuring that all the requirements be met in a timely manner in order to safely implement PBN in the AFI Region.	Funded PBN implementation programme	PBN funding are incorporated in States'/ANSPs' annual budget allocation.
Conclusion 17/57: **A, D**	IATA guidelines for operational approvals	That, IATA facilitates stakeholders' access to its guidelines developed to assist operators in obtaining airworthiness and operational approvals for PBN, for guidance and reference as required.	Access to guidelines	a) Action completed.
Conclusion 17/58: **A, D**	National PBN Programme Managers (NPPM)	That, in order to facilitate the implementation of PBN and Regional coordination: a) AFI States that have not already done so nominate/designate NPPMs as soon as possible and assign them the terms of reference as at Appendix 3.4H to this report .and provide ICAO with contact details of the NPPMs; and	a) NPPM nominated b) Updated NPPMs contact details.	b) 47 NPPMs from States received. 6 NPPMs from Organizations received. c) Details of NPPMs have been updated during Regional meetings in 2011. This process will continue during 2012.

Conclusion/ Decision No. Strategic Objectives	Title of Conclusion/ Decision	Text of Conclusion/Decision	Deliverables/ Intended Outcome	Status of Implementation
		b) States update the NPPMs contact information provided to ICAO whenever changes have been made.		
Conclusion 17/59: **A, D**	Airspace Planning and Aircraft Equipment Survey	That, in order to facilitate airspace planning and decisions related to air navigation infrastructure: a) ICAO in coordination with IATA and AFRAA conduct regular surveys on aircraft equipage within the AFI Region; b) AFI States and air navigation service providers (ANSPs) are urged to support the ICAO/IATA global survey on aircraft equipment aimed at developing a database with accurate information on present and future avionics capabilities of airline fleets; c) AFI States make efforts to bring awareness to the aircraft operators regarding the ICAO efforts on aircraft equipage data, and that joint efforts between civil aviation authorities and ANSPs be embarked upon to bring quicker results; and d) AFI States ensure that initiatives for air navigation system enhancements are matched with fleets capabilities and readiness.	a) Updated survey on aircraft equipage b) Awareness to operators on aircraft equipage requirements c) Having air navigation system that matches fleet capabilities and readiness	a) Global survey carried out during in 2010-2011 by IATA HQ. The results of the survey will be presented to APIRG/18 by IATA.

Conclusion/ Decision No. Strategic Objectives	Title of Conclusion/ Decision	Text of Conclusion/Decision	Deliverables/ Intended Outcome	Status of Implementation
Conclusion 17/60: **A, D**	Direct transitions to/from AORRA airspace	That, the ICAO Regional Offices facilitate coordination, publication and implementation by Angola, Ghana, Sao Tome and Principe, ASECNA and Roberts FIR, with regard to the AORRA airspace to/from transition points in Appendix 3.4I (as amended) to this report.	Direct Access to AORRA airspace	a) Coordination on-going for direct transitions to/from AORRA airspace. b) A Coordination meeting was held in 2011 but Angola did not attend. c) AFI Regional Offices to coordinate another meeting with concerned States by July 2012 in order to address outstanding challenges and to expedite implementation by September 2012.
Decision 17/61: **A, 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;	Established FPLT TF	a) FPLT TF established; b) Four TF meetings conducted c) 3 surveys conducted d) Implementation date: 15 November 2012

Conclusion/ Decision No. Strategic Objectives	Title of Conclusion/ Decision	Text of Conclusion/Decision	Deliverables/ Intended Outcome	Status of Implementation
		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.		
Conclusion 17/62: **A, D**	Convening of a workshop on implementation of New ICAO Flight Plan model provisions	That, in order to enable the optimum contribution of relevant stakeholder in the transition to and implementation of the new ICAO flight plan mode provisions, Regional Offices arrange workshops to sensitize and inform States, ANSPs and related entities.	Workshop on New ICAO FPLT Model provisions	a) Workshop convened b) Action completed.
Conclusion 17/63: **A**	Dissemination of AIAG reports	That, the ICAO Regional Offices ensure that the final reports of the ATS Incidents Analysis Group (AIAG) are made available to all States and air navigation service providers for remedial action.	Disseminated AIAG Reports	Reports being disseminated to States and ANSPs after each AIAG meeting.
Conclusion 17/64: **A, D**	Implementation of safety management in the AFI Region	That, AFI States are urged to take necessary measures including the development and promulgation of legislative/regularity provisions in order to: a) Implement the safety management provision of Annex 11; b) Prioritize giving effect to Assembly Resolutions A36-8, A36-9 and A36-10	a) Safety Management implemented in all AFI States b) Annex 11 safety management implemented c) Collection of safety information	Implementation to be 100% by December 2012.

Conclusion/ Decision No. Strategic Objectives	Title of Conclusion/ Decision	Text of Conclusion/Decision	Deliverables/ Intended Outcome	Status of Implementation
		regarding collection and protection of safety information, and improving accident prevention; c) Take full advantage of the training opportunities availed by ICAO under the ACIP and other programmes; d) Make use of guidance material provided by ICAO including, the Safety Management Manual (SMM) (Doc 9859) taking into consideration ICAO improvements on such guidance material from time to time.	d) Use of ICAO guidance material	
Conclusion 17/65: **A, D**	Status of implementation of safety management Provisions in the AFI Region	That, in order to establish the status of implementation of Annex 11 safety management provisions in the AFI Region, and in order to facilitate Regional planning and implementation strategies: a) The Regional Offices circulate a questionnaire aimed at collecting detailed information on the status of implementation in the AFI Region; and b) States are urged to cooperate with the efforts of the Regional Offices and to respond to the questionnaires with minimum delay.	Data on safety management implementation in AFI Region	a) Implementation on-going. b) State letter and questionnaire circulated on 23/2/11. Feedback received from: Botswana, Kenya, Mauritius and South Africa. c) Regional Offices to follow up with remaining States on their implementation status by July 2012. Data collected will be further evaluated to assess States' effective implementation and areas where assistance is required.

Conclusion/ Decision No. Strategic Objectives	Title of Conclusion/ Decision	Text of Conclusion/Decision	Deliverables/ Intended Outcome	Status of Implementation
Conclusion 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; 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; 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 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.	Developed contingency plans.	a) Contingency plans received from: (ASECNA, Botswana, Gaborone, Eritrea, Mauritius, Seychelles, South Africa and Sudan). b) Coordination difficulties are causing delays in some States to complete their Contingency Plans c) Regional Offices following-up with concerned States for submission of their Contingency Plans before July 2012 for necessary approval and publication.
Decision 17/67: **A, D**	AFI SAR Services Integration Task Force (ASSI/TF)	That, in order to progress the initiatives taken at the Port Elizabeth Consultative Conference of October 2007 on integration of SAR services and similar other initiatives in the AFI Region, and to support the implementation of SAR provisions, the AFI SAR Services Integration Task Force (ASSI TF) is established with the terms of reference	Established ASSI TF	a) ASSI TF established b) One TF meeting conducted in 2011

Conclusion/ Decision No. Strategic Objectives	Title of Conclusion/ Decision	Text of Conclusion/Decision	Deliverables/ Intended Outcome	Status of Implementation
		at Appendix 3.4L to this report.		
Conclusion 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.	SAR services implementation in AFI States	a) Implementation by States on-going during 2011-2012 b) Meetings and training conducted to sensitize States of SAR requirements, in accordance with the Chicago Convention. c) Training provided to SADC States through a project funded y UAE in 2011. SADC member States urged to enter into agreements for SAR services. d) Regional Offices to follow-up with States for implementation of all outstanding SAR provisions by June 2013

Conclusion/ Decision No. Strategic Objectives	Title of Conclusion/ Decision	Text of Conclusion/Decision	Deliverables/ Intended Outcome	Status of Implementation
Conclusion 17/69: **A**	Timely response to TAG queries	That, States when responding to TAG queries, make every effort to do so in a timely manner, preferably within 14 days, in compliance with the recommendation of the Special AFI/ RAN Meeting of 2008.	Responses to TAG queries	a) Improvement noted in responses from certain States with high UCRs. b) Few States still have significant delays to respond. c) TAG and Regional Offices to follow-up with States in order to have all outstanding UCRs for 2011 resolved by July 2012.
Conclusion 17/70: **A, D**	Communication of TAG focal points	That, States that have not already done so, provide their respective ICAO Regional Offices with a TAG point of contact within their State.	TAG focal point contacts	a) TAG Focal Points being updated monthly. b) Few States have provided POCs. Regional Offices to follow-up with States to have details of all TAG Focal Points updated before July 2012.
Conclusion 17/71: **D**	Approval of TAG visits	That, AFI States: a) Make every effort to approve TAG requests for technical visits to the State at the earliest available opportunity and that the visits be held during regular working days; and	Approved TAG visits	a) Approval being initiated on a case by case basis b) Improvement noted and appreciated, to be continued. The States will continue to be engaged by ROs for better results.

Conclusion/ Decision No. Strategic Objectives	Title of Conclusion/ Decision	Text of Conclusion/Decision	Deliverables/ Intended Outcome	Status of Implementation
		b) Update the TAG contact list when requested and whenever there are changes of the contact points in the States.		
Conclusion 17/72: **D**	SADIS strategic assessment tables	That, the AFI SADIS strategic assessment tables, as given in Appendix 3.5A to this report be adopted and forwarded to the SADISOPSG for planning the future SADIS bandwidth requirements.	Enhanced implementation of the SADIS broadcast	Completed
Conclusion 17/73: **C, D**	Alternative SADIS 2G hardware	That, States review available new options for the SADIS 2G systems in order to benefit from such options by contacting vendors directly.	a) Updated SADIS 2G systems; b) Improved delivery of WAFS information and availability of OPMET at aerodromes	a) Only seven States in the region are currently not operating SADIS VSAT or FTP. b) Two States disconnected for non-payment. c) Five States have not yet made request to access. However, the Secretariat is making a follow-up.
Conclusion 17/74: **D**	SADIS workstations evaluations	That, States ensure that their current workstations fulfill the software requirements outlined on the WAFSOPSG website and take corrective action, as necessary, with their workstation providers.	a) updated SADIS workstation software b) Improved delivery of WAFS information and OPMET at aerodromes	Only seven States in the region are currently not operating SADIS VSAT or FTP.

Conclusion/ Decision No. Strategic Objectives	Title of Conclusion/ Decision	Text of Conclusion/Decision	Deliverables/ Intended Outcome	Status of Implementation
Conclusion 17/75: D	OPMET exchange requirements and inter-regional OPMET gateway (IROG) functions	That: a) The OPMET data type, OPMET bulletins and types of OPMET exchange at Appendix 3.5C, be implemented by Dakar and Pretoria Regional OPMET data banks (RODBs), AMBEX bulletin compiling centres (BCCs) and National OPMET Centres (NOCs) as the OPMET requirements in the AFI Region; and b) The IROG functions and the requirements for the exchange of OPMET between the AFI Region and adjacent Regions in Appendices 3.5D and 3.5E to this report be implemented by Dakar and Pretoria RODBs as the requirements for the interregional OPMET exchange in the AFI Region.	a) Related AMBEX procedures implemented; b) Improved availability of OPMET at AFI aerodromes	a) OPMET data type, OPMET bulletins and types of OPMET exchange implemented by Dakar and Pretoria RODBs; b) The above requirements are also being implemented by AFI BCCs and NOCs.
Conclusion 17/76: D	Revision of OPMET data requirements	That, information related to the requirements of OPMET data from AOP Aerodromes as given in Appendix 3.5F to this report be included in the AFI FASID MET Table 1A after the normal amendment of the FASID Table.	a) Updated AFI FASID MET Table 1A b) New OPMET requirements included in AFI FASID	Action completed.

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Conclusion/ Decision No. Strategic Objectives	Title of Conclusion/ Decision	Text of Conclusion/Decision	Deliverables/ Intended Outcome	Status of Implementation
Conclusion 17/77: D	OPMET exchange monitoring and management procedures at BCCS and RODBs	That, the OPMET management and monitoring procedures given in appendices 3.5I and 3.5J to this report be implemented by the RODBS and the BCCS as the requirements for OPMET exchange monitoring and management procedures in the AFI region.	a) Related AMBEX procedures implemented; b) OPMET exchange monitoring and management procedures Implemented at BCCs and RODBs c) Improved availability of OPMET at AFI aerodromes	a) Implementation of required procedures on going; b) Assessment of the implementation procedures to be completed by the next MTF/4 meeting (Third quarter).
Conclusion 17/78: D	Interface control document (ICD) for AFI OPMET database access procedures	That: a) The procedures given in Appendix 3.5I to this report be implemented as the Regional Interface Control Document (ICD) access procedures for AFI OPMET database; and b) The ICD be published by the ICAO Regional Office(s).	a) Implementation of the AFI Interface control document (ICD) for AFI OPMET database access procedures; b) Implementation of related AMBEX procedures; c) Improvement of availability of OPMET at AFI aerodromes	a) ICD published; b) Implementation of required procedures on going; c) Assessment of the implementation procedures to be completed by the next MTF/4 meeting
Decision 17/79: D	Future work programme and composition of the task force	That, the work programme and the composition of the AFI OPMET Management Task Force (MTF) be updated as shown in Appendix 3.5L to this report.	The work programme and the composition of the AFI OPMET Management Task Force updated	Completed.

Conclusion/ Decision No. Strategic Objectives	Title of Conclusion/ Decision	Text of Conclusion/Decision	Deliverables/ Intended Outcome	Status of Implementation
Decision 17/80: **D**	Frequency of meetings of the AFI OPMET MTF	That, the Task Force meets once a year to plan and assess progress on its work programme. The yearly meetings will be held alternatively between RODBs Dakar and Pretoria.	The frequency of meetings of the AFI OPMET MTF established	Completed.
Conclusion 17/81: **A**	Improving the dissemination of SIGMET	That: a) Dakar ROBD provider State and ASECNA take the required measures to file automatically the SIGMET test results using the appropriate procedures in the SIGMET guide; and b) Upon receipt of a VAA Message, the MWOs in the AFI Region act promptly to issue a corresponding SIGMET within ten (10) minutes.	a) Improved dissemination of SIGMETs b) Improved availability of SIGMET at aerodromes and for en-route users	a) Dakar RODB updated with regard to automatic filing b) The yearly AFI SIGMET tests results indicates that most MWOs issue SIGMETs within ten (10) minutes
Conclusion 17/82: **A, 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; 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;	a) Improved availability of SIGMET at aerodromes and for en-route users; b) Arrangements between MWOs; c) Training; d) Update AFI SIGMET Guide; e) Address SIGMET deficiencies.	a) Conducted evaluation of SIGMET provision through AFI SIGMET Tests b) Two MWOs (Roberts field and Kinshasa are yet to fully comply with the requirements of the SIGMET preparation and dissemination c) Additional SIGMET training scheduled for 2012 d) AFI SIGMET Guide

Conclusion/ Decision No. Strategic Objectives	Title of Conclusion/ Decision	Text of Conclusion/Decision	Deliverables/ Intended Outcome	Status of Implementation
		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; d) The ICAO Regional Offices of Dakar and Nairobi update the AFI SIGMET guide for additional details of VA and TC test procedures; and e) The MWOs provider States endeavor to address the identified deficiencies in the issuance and dissemination of SIGMET.		updated and placed at the ICAO AFI Regional Offices website e) State letter sent to concerned MWO Provider States to endeavor to address the identified deficiencies
Conclusion 17/83: **D**	Improving availability of non-regular OPMET information	That, AFI States be invited to organize coordination meetings between ATM, MET and Pilots on regular basis, to improve the availability of non-regular OPMET information in the AFI Region.	a) Improved availability of non-regular OPMET information b) Improved coordination between ATM, MET and Pilots	States have been encouraged to organize such meetings as necessary through States letters and at MET/SG meetings.
Decision 17/84: **D**	Establishment of core team of experts for the global ATM global operational concepts	That, a core team of experts be established consisting of members from ASECNA, Kenya, Morocco, South Africa and the United Kingdom to collect and study information on the impact of the global Air Traffic Management operational concept on the provision of Aeronautical Meteorological Services at a Regional level (AFI Region). *Note 1: The team of experts will consist of specialists in ATM, CNS and MET.*	Core team of experts for the global ATM global operational concepts established	A Core Team of experts established

Conclusion/ Decision No. Strategic Objectives	Title of Conclusion/ Decision	Text of Conclusion/Decision	Deliverables/ Intended Outcome	Status of Implementation
Decision 17/85: **D**	Future work programme of the MET/SG	That, the work programme of the MET/SG be updated as shown in Appendix 3.5L to this report.	MET/SG future work programme Updated	Completed
Conclusion 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 31October 2011; and b) AFI AIM implementation task force monitors the progress of transition from AIS to AIM in the AFI Region and support regional and national planning efforts.	a) Collaborate with States in the development of performance goals for the transition from AIS to AIM in the AFI Region and identify achievable milestones; b) Monitor/support transition from AIS to AIM.	Implementation in Progress (On-going)
Decision 17/87: **D**	Planning for the Transition from AIS to AIM	That, based on the ICAO global ATM operational concept and the ICAO roadmap for the transition from AIS to AIM, the AFI AIM Implementation Task Force (AFI AIM TF): a) Develop performance goals for the transition from AIS to AIM in the AFI Region and identify achievable	a) The Performance goals for the Transition from AIS to AIM in the AFI Region developed and updated by the AFI AIM TF/1 Meeting. b) Planning material related to the transition	Action Completed.

Conclusion/ Decision No. Strategic Objectives	Title of Conclusion/ Decision	Text of Conclusion/Decision	Deliverables/ Intended Outcome	Status of Implementation
		milestones; and b) Carry out a review of the AIS parts of the AFI basic ANP and FASID in order to introduce/develop planning material related to the transition from AIS to AIM.	from AIS to AIM developed by the AFI AIM TF/1 Meeting in order to amend the AFI Basic ANP/FASID documents for the introduction of new AIM Tables.	
Conclusion 17/88: D	e-TOD Checklist	That, States be encouraged to use the e-TOD checklist at Appendix 3.6C to this report in order to assist them in the process of planning and implementation of the e-TOD provisions.	Improved planning for implementation of e-TOD provisions.	This Conclusion has been integrated in the e-TOD Implementation strategy.
Conclusion 17/89: D	Adoption of the e-TOD implementation plan template as a regional model	That states be encouraged to use the: a) e-TOD implementation plan template at Appendix 3.6D to this report as regional model in order to assist them in the process of planning and implementation of the e-TOD provisions. b) national e-TOD implementation plan at Appendix 3.6E to this report as a sample when developing their national e-TOD plans	Improved planning for implementation of e-TOD provisions.	This Conclusion has been integrated in the e-TOD Implementation strategy.
Conclusion 17/90: D	Implementation of WGS-84 and electronic terrain and obstacle data	That: a) States adopt the revised AIM performance objective "Implementation of WGS-84 and Electronic Terrain and Obstacle Data" as contained in the	e-TOD Implementation Strategy.	This Conclusion has been integrated in the e-TOD Implementation strategy.

Conclusion/ Decision No. Strategic Objectives	Title of Conclusion/ Decision	Text of Conclusion/Decision	Deliverables/ Intended Outcome	Status of Implementation
		Performance Framework Form in the Appendix 3.6F to this report, as a strategy for implementation; b) The proposed FASID table at Appendix F be adopted for inclusion as a requirement in the AFI FASID (Document 7474, Vol. II); c) The AFI Region e-TOD implementation strategy under Appendix 3.6G to this report be adopted for implementation; and d) The revised Terms of Reference of the AFI Region e-TOD working group are at Appendix 3.6H to this report be adopted.		
Conclusion 17/91: D	e-TOD implementation awareness campaigns	That, States' AIS should take the lead and carry out awareness campaigns at national level to promote a better understanding of the planning and implementation issues related to e-TOD and training programmes.	e-TOD Implementation Strategy.	This Conclusion has been integrated in the e-TOD Implementation strategy.
Conclusion 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;	Collaborative approach, in the implementation of e-TOD provisions.	Implementation in progress (Time frame is between 2010 - 2012)

Conclusion/ Decision No. Strategic Objectives	Title of Conclusion/ Decision	Text of Conclusion/Decision	Deliverables/ Intended Outcome	Status of Implementation
		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.		
Conclusion 17/93: **D**	Coordination between States and data providers/integrators for the provision of e-TOD and exchange of experience for the implementation of e-TOD requirements	That: a) Collaboration between States and data providers/integrators should be considered in the process of e- TOD provision; and b) Implementation of e-TOD provisions should be considered a global matter concerning all ICAO Regions, which thereby necessitates coordination and exchange of experience between States, ICAO and other national/international organizations and industry partners involved.	e-TOD Implementation Strategy.	This Conclusion has been integrated in the e-TOD Implementation strategy.
Conclusion 17/94: **D**	Responsibility for the provision of e-TOD	That, States, while maintaining the responsibility for data quality and availability, should consider	e-TOD Implementation Strategy.	This Conclusion has been integrated in the e-TOD Implementation strategy.

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		the extent to which provision of electronic terrain and obstacle data could be delegated to national geodetic institutes/ agencies, based on Service Level Agreement (SLA) reflecting such delegation.		
Conclusion 17/95: D	Provision of financial resources and assistance for the implementation of e-TOD	That: a) e-TOD implementation should be managed by each State as a national e-TOD programme supported by necessary resources, a high level framework and a detailed national plan including priorities and timelines for the implementation of the programme; and b) States encountering difficulties in the implementation of e-TOD may seek assistance (individually or collectively) from ICAO and/or other States.	e-TOD Implementation Strategy.	This Conclusion has been integrated in the e-TOD Implementation strategy.
Conclusion 17/96: D	Project to complete WGS-84 implementation in the AFI Region	That, ICAO takes necessary action to initiate a project for the completion of implementation of WGS-84 within AFI States having difficulties to complete WGS-84 implementation.	ICAO HQ has approved a SIP-Seminar/Workshop to be held in October 2012 in order to assist AFI States having difficulties to complete WGS-84 implementation.	Approved for Implementation in 2012
Conclusion 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		Implementation on-going (Time frame is between 2010 - 2012).

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		AFI Region including planning of the scope and prioritizing projects and actions for the transition to AIM.		
Conclusion 17/98: **D**	Review of methodology for the development of the list of deficiencies in the AOP Field	That, ICAO should develop a more efficient methodology for the compiling, validating and tracking of deficiencies at international airports including other air navigation facilities and services that would ensure the list of deficiencies is reasonably up to date at all times.	Database of deficiencies in the AOP field in the AFI Region.	Database has been developed. Updating slow due to lack of response from States. AOP/SG to work on this.
Conclusion 17/99: **A, D**	Elimination Of Air Navigation Deficiencies In The ATM AIS/MAP and SAR Fields	That, in order to facilitate the updating of the deficiency database by the Regional offices, and to foster the elimination of deficiencies in the AFI Region: a) APIRG subsidiary bodies and secretariat establish a comprehensive list comprising all air navigation deficiencies consistent with the ICAO definition of deficiency as approved by Council, for necessary attention; b) States and International Organizations (including IATA, IFALPA, IFATCA) are urged to actively contribute towards updating the deficiency database, by providing to the Regional Offices, information on the implementation status of SARPs and Air Navigation Plan (ANP) requirements and;	Detailed deficiencies database.	a) Database being developed and to be available by December 2012. b) The database will incorporate all identifiable deficiencies affecting air navigation relating to ATM, AIS/MAP and SAR fields. c) To be integrated in the Centralized Data Base at HQ.

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		c) States provide copies of action plans developed in pursuant to SP AFI/08 RAN Recommendation 6/25 to the concerned APIRG subsidiary bodies and the Regional Offices.		
Conclusion 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).	The AFI Air Navigation database developed.	a) Plans in place to switch to the Global database; b) AFI database developed.
Conclusion 17/101: D	Participation to the activities of the Training Experts Working Group (TEWG)	That: a) States identify points of contact to coordinate efforts required in the collection and dissemination of data related to training needs and capacities and provide ICAO with the necessary information; and b) States, training organizations and aviation services providers in the AFI Region, participate in the activities of the Training Experts Working Group (TEWG) and contribute towards the implementation of the Recommendation 5/8.	a) Optimization of the participation of States in the collection of data on training needs and resource b) Inclusive process for the implementation of Recommendation 5/8	a) As of 31 December 2011, a total of 75 States civil aviation authorities and aviation services providers have provided data on their training needs while 35 training institutions have provided information on training resources. b) A total of 82 delegates from 18 States civil aviation authorities, 11 aviation services providers, 18 aviation training organizations, and 6 regional and international

Conclusion/ Decision No. Strategic Objectives	Title of Conclusion/ Decision	Text of Conclusion/Decision	Deliverables/ Intended Outcome	Status of Implementation
				organizations participated in the activities of the TEWG leading to the adoption of the framework for the harmonization of training in the AFI Region, in line with recommendation 5/8 of SP AFI RAN (2008).
Conclusion 17/102: **A, D**	Training of meteorological offices personnel for the implementation of quality management system (QMS) and issuance of SIGMETs under ACIP.	That, the following programmes be accorded high priority in ACIP; a) Selected aeronautical MET personnel be trained as trainers in Quality Management System (QMS); and b) Meteorological Watch Offices (MWOs) personnel be provided with additional training in the preparation and issuance of SIGMETs. *Note: Report on Tactical Action Group (TAG) Activities*	Trained meteorological offices personnel for: a) The implementation of quality management system (QMS) and b) The preparation and issuance of SIGMETs.	a) The project for training on SIGMET deferred to 2012 b) 3Training of trainers on QMS undertaken through ESAF/WACAF regular and special budgets in 2011. c) 1 training on QMS conducted in January 2012 at request of the State d) 5 training events on QMS planned for 2012
Conclusion 17/103: **D**	Technical Assistance	That States should note the possibilities of assistance under the ICAO technical cooperation programme and take advantage of its services while ensuring necessary financial and institutional support to the projects developed for providing assistance.	Continuing and new TCB assisted projects	a) Assistance continuing in Cape Verde, Equatorial Guinea, Namibia, Somalia, Banjul Accord States, CEMAC States, UEMOA States, SADC States, and AAMAC States.

Conclusion/ Decision No. Strategic Objectives	Title of Conclusion/ Decision	Text of Conclusion/Decision	Deliverables/ Intended Outcome	Status of Implementation
				b) New projects have been developed and implementation commenced for Angola ASECNA, Ethiopia, Mozambique, and Rwanda.
Conclusion 17/104: **D**	Support for and participation in assistance Projects	a) States interested in the CODEVMET Project should submit a formal application to the ICAO WACAF office, for enrollment to the project. Appendix 6A to this report refers; b) States were urged to join the PBN project. Interested States should submit a formal application to the ICAO ESAF office, for enrollment to the project. Appendix 6B to this report refers; and c) States are urged to join the CAPSCA Africa Project in accordance with Recommendation 6/27 (Pandemic Preparedness Planning in the Aviation Sector) of the Special AFI RAN Meeting of November 2008.	a) States to join the CODEVMET Projects b) States to join the PBN Projects. c) States to join CAPSCA-Africa project:	a) No new applications to join the CODEVMET project have been received since APIRG/17. b) No applications to join the PBN project have been received, so far 17 States are currently members of the CAPSCA-Africa project: Angola, Cape Verde, Chad, Cote d'Ivoire, Democratic Republic of Congo, Gabon, Gambia, Kenya, Lesotho, Mali, Nigeria, Mozambique, South Africa, Tanzania, Togo, Zambia, and Zimbabwe. c) State/Airport Assistance visits in the development and implementation of ICAO and WHO

Conclusion/ Decision No. Strategic Objectives	Title of Conclusion/ Decision	Text of Conclusion/Decision	Deliverables/ Intended Outcome	Status of Implementation
				requirements in Aviation Public Health Emergency planning conducted in Kenya, Lesotho, Mali, Nigeria, and South Africa. d) ICAO has continued to provide support to the CAPSCA project.
Conclusion 17/105:	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 APIRG Handbook.	Completed.
Decision 17/106:	Convening of APIRG/18 in November 2011	That, APIRG/18 be convened in November 2011 to prepare material for input to the 12th Air Navigation Conference in 2012	Specific Conclusions/Recommendations formulated.	NA
Decision 17/107:	Appellation and Terms of Reference of the ATM/AIS/SAR Sub-Group	That, in order to facilitate consistency in the use of terminology and associated developments, the APIRG ATS/AIS/SAR Sub-Group is re-titled Air Traffic Management/ Aeronautical Information Management/ Search and Rescue/ Sub-Group (ATM/AIM/ SAR SG) with the Terms of Reference as at Appendix 7B to this report.	Appellation of the ATS/AIS/SAR Sub-Group to ATM/AIM/SAR Sub-Group.	Action completed.