



## INTERNATIONAL CIVIL AVIATION ORGANIZATION

**AFI PLANNING AND IMPLEMENTATION REGIONAL GROUP  
FOURTEENTH MEETING (APIRG/14)**

(Yaoundé, Cameroon, 23-27 June 2003)

**Agenda Item 3: Review and follow-up of the APIRG/13 Conclusions and Decisions including AFI/7 RAN Meeting outstanding Recommendations**

(Presented by the Secretariat)

***Summary***

This working paper presents information on the status of implementation of the APIRG/13 Conclusions and Decisions including AFI/7 RAN Meeting Recommendations as reviewed by the Secretariat

Action by APIRG is at paragraph 3.

***References:***

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

**1. Introduction**

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

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

**2. Discussions**

2.1 The Secretariat has reviewed referred Recommendations of the AFI/7 as well as conclusions and decisions of APIRG/13. However further action is required by the APIRG/14.

**3. Action by the Group**

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

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

<b>Rec. / Conc. No.</b>	<b>Title &amp; Text</b>	<b>Follow-up action</b>
Conc. 2/1	<p><b>Planning for en-route alternate aerodromes</b></p> <p>That the AFI Planning and Implementation Regional Group (APIRG) review and select en-route alternate aerodromes for inclusion in column 3 of the table with a degree of urgency. In preparation for the next APIRG meeting, States should consult their operators and provide information on current and proposed en-route alternates.</p>	Continuous. APIRG/14-WP/4 refers
Conc. 3/2	<p><b>Table AOP</b></p> <p>That the Table AOP attached to this report be reviewed and updated at regular intervals by the AFI Regional Planning and Implementation Group (APIRG).</p>	Continuous. APIRG/14-WP/4 refers
Rec. 3/4	<p><b>Implementation of physical characteristics, visual and non-visual aids at aerodromes</b></p> <p>That States study the requirements listed in Table AOP and develop in coordination with the APIRG, a plan for their implementation following consultation with the aircraft operators and other users.</p>	Continuous. APIRG/14-WP/4 refers

Rec. / Conc. No.	Title & Text	Follow-up action
Conc. 4/1	<p><b>Implementation of visual aids</b></p> <p>That:</p> <p>a) States ensure that adequate resources are available so the required visual aids are implemented and maintained properly at their aerodromes in accordance with Annex 14, Volume I;</p> <p>b) ICAO continue to promote and encourage, where possible, the establishment of autonomous airport authorities which, if well structured and financially independent, could contribute to the provision of much needed funds for the acquisition, installation and maintenance of visual aids at aerodromes in the region in accordance with Limited AFI (COM/MET/RAC) RAN Meeting Recommendation 10/15;</p> <p>c) ICAO, through its Technical Cooperation Bureau and Regional Offices, continue to provide necessary assistance to States; and</p> <p>d) The subject of implementation of visual aids be maintained on the work programme of AOP/SG of APIRG.</p>	<p>Continuous. APIRG/14-WP/4, WP/12 refer</p> <p>Continuous. APIRG/14-WP/4 refers</p> <p>Continuous. APIRG/14-WP/4, WP/19 refers</p> <p>Continuous. APIRG/14-WP/4 refers</p>

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

<b>Rec. / Conc. No.</b>	<b>Title &amp; Text</b>	<b>Follow-up action</b>
Rec5/2	<p><b>Contingency Planning</b></p> <p>That States which have not already done so, develop contingency plans for their area of responsibility, in coordination with adjacent States ,ICAO and interested international organizations, in order to facilitate early implementation of contingency measures should services be disrupted.</p>	Continuous.
Conc. 5/7	<p><b>Areas of application of the area navigation (RNAV) concept</b></p> <p>That States concerned identify those areas within their respective FIRs where the area navigation concept could be applied, in order to take full advantage of the navigational capability of aircraft equipped with suitable RNAV equipment to meet a specified required navigation performance (RNP).</p>	

<b>Rec. / Conc. No.</b>	<b>Title &amp; Text</b>	<b>Follow-up action</b>
Rec 5/11	<p><b>Improvements to the air navigation system in the South Atlantic</b></p> <p>That:</p> <ol style="list-style-type: none"> <li>1) to ensure continuity in the development to the air navigation system in the South Atlantic parts of the AFI and SAM Regions, States concerned and interested international organizations meet under the auspices of ICAO at least once a year in order to: <ol style="list-style-type: none"> <li>a) study, monitor and evaluate the air navigation system in the light of changing traffic characteristics and technology;</li> <li>b) co-ordinate the implementation of improvements to the air navigation system, including new CNS/ATM systems; and</li> <li>c) develop amendment proposals to the air navigation plan and regional SUPPs as required; and</li> </ol> </li> <li>2) the APIRG and all user States be kept informed of developments.</li> </ol>	<p>Implementation carried out within the framework of Informal SAT Meetings. - Continuous.</p> <p>Subject discussed at SAT/11 Meeting</p>

<b>Rec. / Conc. No.</b>	<b>Title &amp; Text</b>	<b>Follow-up action</b>
Conc. 5/17	<p><b>System monitoring in the required navigation performance airspace</b></p> <p>That the Africa-Indian Ocean Planning and Implementation Regional Group (APIRG) be requested to:</p> <p>a) continue to study the available options for the monitoring of horizontal navigation performance including the possible use of independently-derived global navigation satellite system-based information and select the system or combination of systems which proves to be the most effective; and</p> <p>b) develop any necessary monitoring requirements for inclusion in the AFI Regional Supplementary Procedures;</p>	<p>Subject being addressed by RVSM/RNAV/RNP Task Force.</p> <p>APIRG/14 - WP/6 refers.</p> <p>Continuous</p>
Rec. 5/21 b)	<p><b>Provision of area control service</b></p> <p>The AFI Planning and Implementation Regional Group (APIRG) identify those routes or route segments where, based upon traffic densities or other operational assessment factors, air traffic control should be implemented.</p>	<p>Certain selected ATS airspaces have been identified and are included in both the ATS/SG Report and CNS/ATM Plan. - Continuous.</p> <p>APIRG/14 - WP/6 refers.</p>

Rec. / Conc. No.	Title & Text	Follow-up action
Rec. 5/26	<p><b>Reporting and analysis of ATS incidents</b></p> <p>That States which have not already done so to:</p> <ul style="list-style-type: none"> <li>a) implement procedures for the timely reporting of air traffic incidents;</li> <li>b) publish reporting procedures in their aeronautical information publication (AIP) and relevant ATS documents and make the Model Incident/Accident Report form available at ATS units, including those offices used for pre- and post-flight pilot briefing;</li> <li>c) establish procedures for the investigation of causes and circumstances concerning significant air traffic incidents in line with Annex 13 requirements; and</li> <li>d) emphasize, in national documentation, the need for rapid notification of the results of investigations to all parties concerned including pilots, aircraft operators, ATS units, ICAO and other affected States or Agencies.</li> </ul>	<p>States have been notified of the recommendation and remarkable results have been achieved. The subject is also discussed annually under the IATA/ICAO/ASECNA/IFALPA/IFATCA Air Traffic Incident Analysis Group, - Continuous.</p> <p>APIRG/14 - WP/6 refers.</p>
Conc. 5/27	<p><b>ATS operational auditing</b></p> <ul style="list-style-type: none"> <li>a) develop standard auditing procedures to be used by States in order to assess the capability/competence of any particular ATS unit to ensure the provision of services in accordance with ICAO Standards and Recommended Practices (SARPs) and as per the provisions of the Plan; and</li> <li>b) as a matter of urgency, facilitate the implementation of uniform proficiency assessments and standards maintenance for air traffic services personnel.</li> </ul>	<p>- ATS operational auditing have been developed and forwarded to States for implementation. Several States have developed these auditing procedures. - Continuous.</p> <p>APIRG/14 - WP/6 refers.</p>

<b>Rec. / Conc. No.</b>	<b>Title &amp; Text</b>	<b>Follow-up action</b>
Rec 6/2	<p><b>Satellite-aided search and rescue</b></p> <p>That States:</p> <ol style="list-style-type: none"> <li>1) take appropriate action to reduce the number of false alarms through the COSPAS-SARSAT system on 121.5/243/406 MHZ caused by inadvertent activation of emergency transmitters and eliminate unauthorized use of those frequencies;</li> <li>2) establish a register of 406 MHZ ELTs and make available information by publishing in the aeronautical information publication as to how ELT registration information can be obtained rapidly by rescue co-ordination centres (RCCs) of other States;</li> <li>3) provide to ICAO a search and rescue (SAR) point of contact (SPOC) for inclusion in Table SAR 1 of the respective air navigation plan (ANP); and</li> <li>4) include information regarding the COSPAS-SARSAT system in the SAR plans.</li> </ol>	<p>State letter was sent out and several States have implemented this recommendation. Similarly an MCC/LUT has been established in Algeria and South Africa and States have been requested to file their protocols with these two states. - Continuous.</p> <p>APIRG/14 - WP/6 refers.</p>
Rec.8/9	<p><b>Requirements for the use of SADIS to exchange OPMET data</b></p> <p>That, in the planning of the use of SADIS in the AFI Region, full advantage of the SADIS in the exchange of OPMET data be taken.</p>	Continuous.
Rec. 9/6	<p><b>Application of circuit control protocols between AFTN main centres</b></p> <p>That APIRG review the application of circuit control protocols between AFTN main centres so as to define a uniform system of interface control.</p>	Assigned to COM/SG. Action completed.

<b>Rec. / Conc. No.</b>	<b>Title &amp; Text</b>	<b>Follow-up action</b>
Rec. 9/11	<p><b>Actualization of the VHF Frequency Utilization Plan</b></p> <p>That:</p> <p>a) APIRG keep under review the VHF frequency utilization plan at Appendix G to the report on Agenda Item 9, so that it may correspond better to the actual frequency utilization in AFI by States; and</p> <p>b) States when assigning VHF frequencies co-ordinate with ICAO Regional Offices in accordance with LIM AFI (COM/MET/RAC), 1988, Recommendation 8/3.</p>	<p>a) Completed</p> <p>b) Completed</p>

Rec. / Conc. No.	Title & Text	Follow-up action
Conc. 10/6	<p><b>GNSS implementation - Africa-Indian Ocean Region Strategy</b></p> <p>That APIRG,</p> <p>a) finalize, as a matter of urgency, the strategy for the implementation of GNSS in the Africa-Indian Ocean Region, including ground and satellite-based augmentations systems (e.g. EGNOS, WAAS), taking due account of developments in adjacent regions;</p> <p>b) undertake proper liaison with certified GNSS service providers;</p> <p>c) give further consideration to the concept of “Multinational ICAO AFI Air Navigation Facility/Service” addressed in the Report under Agenda Item 14;</p> <p>d) identify and address as appropriate, possible sources of funding to facilitate GNSS implementation in the Africa-Indian Ocean Region;</p> <p>e) identify and address, to the extent possible, institutional and legal matters related to the GNSS implementation in the region; and</p> <p>f) monitor cost benefit analyses related to GNSS implementation scenarios.</p>	<p>a) Completed.</p> <p>b) to f) Continuous.</p>

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

<b>Rec. / Conc. No.</b>	<b>Title &amp; Text</b>	<b>Follow-up action</b>
Rec 12/39	<p><b>Development of a Cohesive AFI Region, Air Navigation Plan concerning AIS Automation (FASID)</b></p> <p>That the AIS Task Force of the Africa planning and implementation regional group (APIRG) be tasked with the development of a cohesive air navigation plan concerning AIS automation. In the development of the detailed plan, the task force would take into due account the basic principles provided in the Air Navigation Plan (ANP) as well as method of application provided in the associated Facilities and Services Implementation Document (FASID), concerning AIS automation in the AFI Region.</p>	Subject being addressed by the AIS/MAP Automation Task Force.
Conc. 13/1	<p><b>Further development of the AFI CNS/ATM Implementation Plan</b></p> <p>That the APIRG continue the evolutionary development of the AFI CNS/ATM plan, taking into account the comments developed by the technical bodies of the AFI/7 RAN Meeting as well as the revised Global CNS/ATM Plan to be made available in July 1997.</p>	Continuous.

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

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

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

Rec. / Conc. No.	Title & Text	Follow-up action
	<p>f) ICAO consider establishing a mechanism for assisting States, on request, to implement the institutional strategies proposed in this paper for addressing shortcomings in the airports and air navigation systems in the AFI Region;</p> <p>g) regular and systematic consultations be conducted with users related to operational and financial issues so as to ensure that the facilities and services provided remain fully responsive to the operational requirements and that charges are determined on the basis of fair and reasonable costs;</p> <p>h) States, with limited civil aviation activities, consider the establishment of a single autonomous civil aviation authority for major airports as well as on air navigation services instead of two separate authorities;</p> <p>i) ICAO, in co-ordination with the States, regional and sub-regional organizations make arrangements to generate the necessary political will at the highest level possible needed to sustain the implementation of the new ICAO CNS/ATM systems in the AFI Region.</p>	Continuous
Rec.14/4	<p><b>Informal Co-ordination Meetings of States to harmonize Communications Navigation Surveillance/Air Traffic Management (CNS/ATM)</b></p> <p>That States, in co-ordination with international organizations concerned convene informal meetings from time to time to ensure the harmonization of CNS/ATM implementation plans at interfaces.</p>	Continuous

<b>Rec. / Conc. No.</b>	<b>Title &amp; Text</b>	<b>Follow-up action</b>
Conc. 14/5	<p><b>Co-operative approach to the implementation of air navigation services</b></p> <p>That the African (<i>AFI</i>) Planning and Implementation Regional Group (APIRG) explore ways and means, to be used by States, to develop structures to facilitate the harmonization needed to further improve the levels of service in the AFI Region taking into account the expertise of ICAO in administering regional co-operative agreements.</p>	Continuous
Rec.14/6	<p><b>Guidelines on the establishment and provision of multinational facilities or services</b></p> <p>That:</p> <p>a) the general guidelines on the establishment and provision of multinational ICAO AFI air navigation facilities and services contained in Appendix B to the report on Agenda Item 14 be incorporated in the AFI Air Navigation Plan (ANP) for use in the AFI Region; and</p> <p>b) the possibility be examined for establishing in the AFI Region, in co-operation with ICAO, multinational mechanisms for financing the implementation of civil aviation systems where required in the region taking into consideration the experience gained in other regions such as the Icelandic and Danish Joint Financing Agreements for the provision of air navigation services in the North Atlantic Region.</p>	Continuous

<b>Rec. / Conc. No.</b>	<b>Title &amp; Text</b>	<b>Follow-up action</b>
Rec.14/7	<p><b>Regional human resource planning and training needs</b></p> <p>That:</p> <ul style="list-style-type: none"> <li>a) training needs be established on regional and sub-regional levels;</li> <li>b) priority be given to maintaining and upgrading, where required, the existing regional training infrastructures and the quality of courses offered;</li> <li>c) more emphasis be given to refresher training and to providing a working environment conducive to retaining the staff trained;</li> <li>d) States within the AFI Region be encouraged to participate in particular in the ICAO TRAINAIR Programme; and</li> <li>e) the Africa-Indian Ocean Planning and Implementation Regional Group (APIRG) be requested to give this matter its fullest attention in order to support the work of the Secretariat Study Group established to create a common framework which would facilitate human resource and training planning.</li> </ul>	<p>APIRG/14 - WP/16 refers.</p> <p>Continuous</p>
Rec.14/12	<p><b>Installation of Very Small Aperture Terminal (VSAT) stations to receive WAFS data via SADIS and International Satellite Communications System (ISCS) satellite broadcasts</b></p> <p>That States install, as a matter of urgency, VSAT stations to receive WAFS data and products via SADIS or ISCS satellite broadcasts from the world area forecast centre concerned.</p>	<p>Continuous.</p>

<b>Rec. / Conc. No.</b>	<b>Title &amp; Text</b>	<b>Follow-up action</b>
Conc. 14/13	<p><b>Implementation of the international airways volcano watch and the tropical cyclone warning system in the AFI Region</b></p> <p>That, APIRG monitor and co-ordinate the implementation of the international airways volcano watch and the tropical cyclone warning system and, in particular, the issuance of necessary advisory and SIGMET information for these phenomena in the AFI Region.</p>	Continuous.
Rec. 14/20	<p><b>Means of implementation of the Aeronautical Fixed services (AFS) Circuits</b></p> <p>That:</p> <p>a) In deciding on implementation means for aeronautical fixed services, the following guidelines be followed:</p> <p>i the aeronautical fixed service requirements should be implemented utilising common carriers (leased circuits) where these are cost-effective and reliable;</p> <p>ii for most of the AFI Region, recourse should be taken to commercially available Very Small Aperture Terminal (VSAT) networks to implement AFS requirements. Ground based links would be used where offering the required degree of efficiency and reliability;</p> <p>iii where dedicated aeronautical systems are implemented, (nationally or regionally), these must interface with the correspondents via public systems where possible; and</p> <p>iv to minimise costs and enhance implementation, fixed service requirements should be multiplexed on single digital carriers where appropriate.</p>	Regional Offices follow-up with provider states and the COM/SG monitored. Continuous.

<b>Rec. / Conc. No.</b>	<b>Title &amp; Text</b>	<b>Follow-up action</b>
Rec. 14/20	<p>b) Where common carriers are provided by government agencies, States should ensure that these agencies:</p> <p>i give the highest priority to the implementation and ensure the highest degree of reliability of all aeronautical circuits;</p> <p>ii give special consideration to the reliability of trunk circuits between the Post Telephone and Telegraph (PTT) centres and airports;</p> <p>iii ensure priority restoration of service in the event of breakdown; and</p> <p>iv apply preferential tariffs to aeronautical and meteorological administrations.</p>	<p>Regional Offices follow-up with provider states and the COM/SG monitored.</p> <p>Continuous.</p> <p>APIRG/14 - WP/4 refers.</p>

Rec. / Conc. No.	Title & Text	Follow-up action
[LIM/AFI Rec. 10/36]	<p><b>Implementation of ATS D/S Circuits</b></p> <p>States accord special priority to the implementation of ATS direct speech (DS) circuits and should use the following priority criteria as a planning basis for the implementation of ATS/DS circuits:</p> <p><i>First Priority:</i>           ATS/DS circuits between ATS units providing service in contiguous airspace where air traffic control service is being provided or is required;</p> <p><i>Second Priority:</i>        ATS/DS circuits between an aerodrome located close to an FIR boundary and the FIC/ACC located in the adjacent FIR;</p> <p><i>Third Priority:</i>         ATS/DS circuits between adjacent FICs/ACCs providing ATS along routes where neither air traffic advisory service is provided; and</p> <p><i>Note:</i>    <i>APIRG establish and maintain detailed priority lists for implementation of individual ATS/DS circuits including target dates for the implementation of “Priority One” circuits, bringing all changes to the attention of States concerned.</i></p>	<p>Regional Offices to follow-up with provider States and APIRG ATS/AIS/SAR/SG. State letter sent out based on the Report of the ATS/AIS/SAR/SG/7. Good progress has been achieved. - Continuous.</p>

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

<b>Conc./ Dec. No.</b>	<b>TITLE &amp;Text</b>	<b>Follow-up action</b>
Conc. 11/1	<p><b>Regular follow-up of the results of AFI/7 RAN meeting and report to APIRG</b></p> <p>That the ICAO Regional Offices serving the AFI Region regularly monitor the implementation of the outcome of AFI/7 report by States through mission to States and correspondence and provide regular reports to APIRG meetings.</p>	Continuous
Conc. 11/2	<p><b>Review of States' Civil Aviation Establishments</b></p> <p>That ICAO Regional Offices serving the AFI Region continue their efforts to assist AFI States to review their civil aviation establishments making use of AFI/7 recommendations 14/3 (institutional strategies for addressing shortcomings in the airports and air navigation systems of the AFI Region) and 14/6 (guidelines on the establishment and provision of multinational facilities or services) with a view to deciding whether any improvements could be made to their resources and capabilities in order to better cope with the obligations they have to implement the various elements of the AFI ANP.</p>	Continuous
Dec. 11/5	<p><b>Proposal for AFI EGNOS Test Bed</b></p> <p>That APIRG :</p> <p>a) accept the initiative for an EGNOS test bed in the AFI Region to conduct operational trials and demonstrations on SBAS;</p> <p>b) task the CNS/ATM/IC/SG to coordinate, as appropriate, the trials and demonstrations with the European GNSS secretariat, the AFI States to be involved for the ground elements and to document the results for consideration by APIRG/12; and</p> <p>c) accept any initiative by other SBAS providers to conduct similar trials and demonstrations with the AFI Region under similar arrangements as in b).</p>	<p>Continuous. APIRG/14<sup>3</sup> - WP/8B refers</p> <p>An AFI/EUR GNSS Working Group has been established. Held its first meeting in May 2001.</p> <p>Trials in progress.</p> <p>c) no other proposals.</p>

<b>Conc./ Dec. No.</b>	<b>TITLE &amp;Text</b>	<b>Follow-up action</b>
Conc. 11/6	<p><b>Facilitation of the AFI SBAS trials and demonstrations</b></p> <p>That:</p> <p>a) AFI States concerned with the AFI SBAS trials and demonstrations , facilitate to the extent practicable the importation, installation and operation of the ground elements;</p> <p>b) African airlines make arrangements to participate in the trials.</p>	Continuous. AFI States, African Airlines (AFRAA) informed accordingly
Conc. 11/7	<p><b>Participation of States at ICG meetings</b></p> <p>That:</p> <p>a) ICGs meetings be convened as a matter of priority in order to foster implementation of the AFI CNS/ATM plan; and</p> <p>b) States take the necessary steps to actively and regularly participate in ICGs meetings of the areas of routing covering their territory.</p>	Continuous.
Dec. 11/11	<p><b>Follow up of ITU WRC-97</b></p> <p>That the CNS/SG:</p> <p>a) survey fixed service assignments in the band 1 559 - 1 610 MHZ in the AFI Region; and</p> <p>b) keep under review topics of interest to civil aviation on the agenda of the ITU WRC-99 so that States may be advised on those issues.</p>	<p>a) Completed.</p> <p>b) Continuous.</p>
Dec. 11/12	<p><b>Information to APIRG and ICAO subsidiary bodies on developments in the new ICAO CNS/ATM systems and other air navigation fields.</b></p> <p>That the secretariat should regularly inform the APIRG and its subsidiary bodies of technical and operational developments in the new ICAO CNS/ATM systems and other air navigation fields dealing with their terms of reference as well as of relevant developments within other planning and implementation regional groups.</p>	Continuous. Reports of relevant subgroups of APIRG refer

<b>Conc./ Dec. No.</b>	<b>TITLE &amp;Text</b>	<b>Follow-up action</b>
Conc. 11/13	<p><b>Implementation of Minimum Safe Altitude Warning (MSAW) system</b></p> <p>That in view of the recognized potential for the enhancement of flight safety of the MSAW system:</p> <p>S States having automatic safety alert capability should, as soon as possible, utilize the features of the system;</p> <p>S States intending to install automated radar terminal system ensure that the system is fully exploited and capable of ensuring the MSAW service;</p> <p>S APIRG monitor the progress of implementation of MSAW in the AFI Region.</p>	Continuous

Conc./ Dec. No.	TITLE &Text	Follow-up action
Dec. 12/1	<p><b>Carriage and operation of pressure-altitude reporting SSR transponders and airborne collision avoidance system (ACAS) in the AFI Region</b></p> <p>That a Task Force be established in order to evaluate the potential problems associated with the lack of implementation of pressure-altitude reporting transponders and ACAS II in the AFI Region and to develop a draft AIC in order to assist states with the implementation process. The terms of reference and composition of this task force are as follows :</p> <p><b>1. Terms of Reference</b></p> <p>a) To study the potential problems associated with the lack of implementation of AFI/7 RAN Meeting Recommendation 5/23 concerning the carriage and operation of pressure-altitude reporting SSR transponders and ACAS II in the AFI Region with effect from 1 January 2000, also taking into account implementation strategies being adopted in other regions.</p> <p>b) To develop a strategy for ACAS II in the AFI Region.</p> <p>c) To develop a draft AIC in order to assist States in a harmonized implementation process.</p> <p>d) To report to ATS/AIS/SAR/SG/6 meeting.</p> <p><b>2. Membership</b></p> <p>Morocco, Senegal, South Africa, Spain, ASECNA, IATA and IFALPA.</p>	<p>Completed.</p> <p>APIRG/14 - WP/6 refers.</p>
Conc. 12/2	<p><b>Publication of ACAS II regulations</b></p> <p>That States which have not published their regulations for ACAS II should do so as a matter of urgency</p>	<p>Continuous.</p>

<b>Conc./ Dec. No.</b>	<b>TITLE &amp;Text</b>	<b>Follow-up action</b>
Conc. 12/3	<p><b>Planning of en-route alternate aerodromes</b></p> <p>That additional consultations with States by the ICAO secretariat continue in order to obtain information related to the en-route alternate aerodromes to meet the needs of extended range operations by twin engine aeroplanes (ETOPS)</p>	Continuing. Little progress.
Dec.12/4	<p><b>Table AOP</b></p> <p>That the table AOP 1 when amended be proposed to form part of the AFI FASID now under preparation.</p>	FASID produced. Review continuous
Conc. 12/5	<p><b>Implementation of Visual Aids.</b></p> <p>That States ensure adequate resources are made available so that the required visual aids are implemented adequately in accordance with Annex 14, Volume I Standards and Recommended Practices (SARPS)</p>	Continuing. Improvements observed due to institutional strategies adopted.

Conc./ Dec. No.	TITLE &Text	Follow-up action
Conc. 12/6	<p><b>Aerodromes Emergency Planning</b></p> <p>That:</p> <p>a) States establish emergency plans for all international aerodromes commensurate with the type of operation at those aerodromes and inform the respective ICAO Office;</p> <p>b) States conduct exercises at intervals called for in Annex 14, Volume I, (two years for a full scale exercise and one year for a partial exercise) and submit reports to the respective ICAO Office;</p> <p>c) States keep the emergency plans under constant review in accordance with specifications in Annex 14, Volume I;</p> <p>d) ICAO Regional Offices continue to assist States in the establishment of their aerodrome emergency plans; and</p> <p>e) ICAO continue to organise aerodrome emergency planning workshops at Regional Offices but also within States or groups of States when requested.</p>	<p>Continuing.</p> <p>Continuing.</p> <p>Continuing.</p> <p>Regional Offices continue to assist upon request.</p> <p>Several workshops have been conducted. (APIRG/14 - WP/4.1 refers)</p>
Conc. 12/8	<p><b>Alger/Niamey main AFTN circuit</b></p> <p>That States concerned:</p> <p>a) improve the availability of the Alger/Niamey main AFTN circuit urgently; and</p> <p>b) agree on a bilateral technical solution including upgrading the modulation rate to a minimum of 1200 bps.</p>	<p>No change. VSAT solution envisaged.</p>
Conc. 12/9	<p><b>Brazzaville/Nairobi main AFTN circuit</b></p> <p>That Kenya and ASECNA implement as a matter of urgency a satellite AFTN circuit Brazzaville/Nairobi.</p>	<p>Not yet implemented.</p>

Conc./ Dec. No.	TITLE &Text	Follow-up action
Conc. 12/10	<p>That ASECNA and South Africa provide as a matter of urgency</p> <p>a) At Brazzaville: an SADC VSAT compatible terminal pointed to INTELSAT Satellite 604</p> <p>b) At Johannesburg:</p> <p>i) A SATCOM ASECNA VSAT terminal pointed to INTELSAT Satellite 70 ; and</p> <p>ii) A new SADC VSAT terminal for ATS/DS circuits.</p> <p><i>Note: 1) With the above, implementation of the following AFS requirements will be facilitated:</i></p> <p><i>AFTN: Brazzaville/Johannesburg and Antananarivo/Johannesburg:</i></p> <p><i>ATS/DS: 1) Brazzaville /Luanda and potentially Brazzaville/Kinshasa.</i></p> <p><i>2) Connectivity with Indian Ocean Zone : Antananarivo/Beira, Antananarivo/Dar Es Salaam and Antananarivo/Mauritius</i></p>	Completed.
Conc. 12/11	<p><b>Interconnectivity between VSAT networks</b></p> <p>That entities responsible for the operation of sub-regional VSAT networks be urged to ensure that interconnection between networks are implemented expeditiously so that the benefits of such networks are explored to the full and major shortcomings in the provision of fixed service are eliminated.</p>	Continuous. AFI/7 RAN Rec. 14/20 refers.

Conc./ Dec. No.	TITLE &Text	Follow-up action
Conc. 12/12	<p><b>AFI AFTN circuits availability</b></p> <p>That states concerned:</p> <ul style="list-style-type: none"> <li>a) take remedial action as a matter of high priority to overcome deficiencies of main AFTN circuits;</li> <li>b) implement as a matter of priority the remaining circuits by 30 march 2000.</li> <li>c) improve AFTN circuits reliability above the threshold of 97%; and</li> <li>d) provide Regional Offices with monthly availability data on all main and tributary circuits under their responsibility.</li> </ul>	<p>Continuous.</p> <p>Very few States provide information on availability of AFTN circuits.</p>
Conc. 12/13	<p><b>Upgrading the data rate for main AFTN circuits</b></p> <p>That the data rate for all the main AFTN circuits in the AFI Region be upgraded to a minimum of 1200 bps as soon as possible.</p>	<p>On-going.</p> <p>7 circuits implemented. 17 circuits to be implemented.</p>
Conc. 12/14	<p><b>Bujumbura/Goma AFTN circuit</b></p> <p>That Bujumbura/Goma AFTN circuit be included in the rationalized AFTN plan for the AFI Region.</p>	<p>Amendment proposal circulated.</p> <p>No reply received from main parties.</p>

<b>Conc./ Dec. No.</b>	<b>TITLE &amp;Text</b>	<b>Follow-up action</b>
Conc. 12/15	<p><b>Implementation of the ATS/DS circuits plan</b></p> <p>That :</p> <p>a) States concerned implement as a matter of priority the remaining ATS/DS circuits by 30 march 2000, taking into account AFI7 recommendation 9/8;</p> <p>b) Alternative satellite telephone dial up systems be provided to ATS units where dedicated ATS/DS circuits are not implemented or operating with deficiency; and</p> <p>c) Communications via portable satellite telephones be systematically recorded.</p>	<p>a) Continuous. Little progress achieved. APIRG/14 WP/13 refers.</p> <p>b) Implemented in a number of FIRs.</p>
Conc. 12/16	<p><b>VHF coverage extension in the AFI Region</b></p> <p>That States conclude agreements for hosting on their national territory remote VHF facilities operated by adjacent States.</p>	Continuous.
Conc. 12/17	<p><b>Availability of en route VHF facilities</b></p> <p>That States collect statistics on availability of en route VHF facilities in January, April, July and October of each year and communicate the results to the ICAO Regional Offices concerned.</p>	Very difficult to implement by States. Should be cancelled.

Conc./ Dec. No.	TITLE &Text	Follow-up action
Conc. 12/19	<p><b>Implementation of ATS Routes</b></p> <p>That :</p> <p>a) States that have not already done so, implement the ATS routes indicated at Appendix F of the report of APIRG/12 meeting on agenda item 4, as soon as possible but not later than 2 December 1999;</p> <p>b) whenever necessary, implementation of ATS routes passing through contiguous FIRS be discussed within the framework of informal consultations and meetings with adjacent States or Organizations concerned in order to coordinate calculations, procedures and simultaneous implementation dates.</p>	Superseded - APIRG/14 - WP/6
Conc. 12/20	<p><b>Provision of area control Service</b></p> <p>That the States which have not done so, implement as soon as possible, but not later than 1 January 2000 area control service</p>	Superseded - APIRG/14 - WP/6
Conc. 12/21	<p><b>Reporting and investigation of ATS incidents</b></p> <p>That States which have not done so, expedite the implementation of provisions relating to the reporting and investigation of ATS incidents as advocated by AFI/7 RAN meeting recommendation 5/26.</p>	APIRG/14 - WP/6
Conc. 12/22	<p><b>ATC Refresher courses</b></p> <p><b>That States give priority to the proficiency of air traffic controllers by conducting refresher courses.</b></p>	APIRG/14 - WP/6
Conc. 12/23	<p><b>Uniform application of ATS proficiency assessment and standard auditing procedures</b></p> <p>That States which have not done so, introduce as soon as possible the ATS proficiency assessment and auditing procedures using the guidelines at Appendix G to APIRG/12 report on agenda item 4.</p>	APIRG/14 - WP/6

Conc./ Dec. No.	TITLE &Text	Follow-up action
Dec. 12/24	<p><b>Establishment of an Airspace Management Task Force</b></p> <p>That an airspace management task force be established with the following terms of reference, work programme and composition:</p> <p style="text-align: center;"><i>Terms of reference and composition of the Airspace Management Task Force (ASM/TF)</i></p> <p>a) <i>Terms of Reference</i> An airspace management Task Force be established within the framework of the ATS/AIS/SAR Sub-Group in order to explore ways and means of finding operations solutions to some pressing problems affecting the safety of air navigation in the region and to propose operational solutions.</p> <p>b) <i>Work Programme</i></p> <p>i) To review the existing ATS airspaces in the AFI Region (ATS routes, TMAs, Control Zones etc..) and to identify significant enhancements that could be made to enhance safety and efficiency and to propose pragmatic operational solutions in the regard;</p> <p>ii) To study problems associated with the implementation of WGS-84 (co-ordinates of reporting points, etc...)</p> <p>iii) To review the assignment of significant points which have not been assigned five-letter name-code designators, and identify any proposed changes as appropriate;</p> <p>iv) To identify hot spots and bottlenecks where significant ATS incidents have been reported and propose solutions.</p>	<p>ASM/TF was established.</p> <p>The second meeting was held in June 2002.</p> <p>APIRG/14 - WP/6 refers.</p>

Conc./ Dec. No.	TITLE &Text	Follow-up action
	<p>c) <b>Composition</b></p> <p>Algeria, Angola, Burkina Faso, Chad, Côte d'Ivoire, Democratic Republic of Congo, Egypt, Eritrea, Gabon, Ghana, Kenya, Madagascar, Mali, Morocco, Niger, Nigeria, Senegal, Spain, South Africa, Togo, Tunisia, ACAC, ASECNA, IATA, IFALPA, and IFATCA.</p> <p>d) <b>Rapporteur</b></p> <p>At its first meeting the Task Force will appoint its rapporteur and will submit its report to the next ATS/AIS/SAR Sub-Group meeting.</p>	
Conc. 12/25	<p><b>Distribution of Critical AIS Information</b></p> <p>That the ICAO Regional Offices concerned pursue the follow-up action on implementation of the AFI/7 RAN Meeting Recommendations 12/4 (Publication of the AIP in the new format) and 12/23 (preflight information service), conclusions 12/9 (activation of designated areas) and 12/10 (use of trigger NOTAM).</p>	Completed APIRG/14 - WP/6.

<b>Conc./ Dec. No.</b>	<b>TITLE &amp;Text</b>	<b>Follow-up action</b>
Conc. 12/26	<p><b>Responsibility for the production of chart ICAO 1:100 000</b></p> <p>That the ICAO Regional Offices concerned:</p> <p>a) call the attention of the States concerned to the fact that those States which have the responsibility for the production of the relevant sheets of the world aeronautical chart - ICAO 1: 1 000 000 are no longer in a position to continue the production of the following sheets: 2344-45, 2420-21, 2422, 2451, 2454-55, 2536-37, 2423, 2454-55, 2536-37, 2570, 2574, 2658, 2659-60, 2660, 2662, 2663, 2664, 2691, 2692, 2693, 2694, 2695, 2696-97, 2697, 2780-81, 2781-82, 2784-85, 2785-86, 2812-13, 2813-14, 2814-15, 2816-17, 2817-18, 2905, 2906-07, 2935, 2936, 3052, 3155-56, 3173-74, 3278, 3297.</p> <p>b) initiate consultations with States covered by the above-mentioned sheets with a view to identifying those States that could accept to produce their own sheets and/or provide assistance to other States in this respect.</p>	On-going. APIRG/14 - WP/6 refers.
Conc.27	<p><b>Dissemination of AIS products</b></p> <p>That given the difficulties experienced in the dissemination of AIS products due to AFTN deficiencies, States use additional means of communication such as internet (TCP/IP) to make available the relevant AIS products.</p>	On-going. APIRG/14 - WP/6.
Conc. 12/28	<p><b>Implementation of WGS-84</b></p> <p>That States which have not done so, expedite the implementation of WGS-84 within their FIRS in accordance with ICAO provisions.</p>	On -going APIRG/14 - WP/6 refers.

Conc./ Dec. No.	TITLE &Text	Follow-up action
Dec. 12/29	<p><b>The AIS Automation Task Force</b></p> <p>That the AIS Task Force established pursuant to APIRG/10 decision 10/16 expedite their work and report to the ATS/AIS/SAR/SG/6 Meeting.</p>	Completed APIRG/14 - WP/6
Conc. 12/30	<p><b>Provision Of Search And Rescue Services</b></p> <p>That States accord high priority for the implementation of ICAO provisions in respect of Search and Rescue Services.</p>	On-going
Conc. 12/34	<p><b>Feedback on SIGWX charts to London WAFC</b></p> <p>That States receiving SIGWX from WAFC London provide feedback on a timely manner to the WAFC on their findings on the accuracy of the SIGWX test charts received.</p>	Continuing
Conc. 12/39	<p><b>OPMET data bank for the AFI Region</b></p> <p>That, in order to improve exchanges, ICAO study the possibility of establishing one or two OPMET data bank(s) in the AFI Region preferably where two-way SADIS VSAT are located.</p>	Continuing, Johannesburg and Dakar have been designated by APIRG
Conc. 12/40	<p><b>Training in the preparation and issuance of volcanic ash advisories and SIGMETs</b></p> <p>That, States concerned should conduct regular exercises in cooperation with their VAAC at their meteorological watch offices (MWOs) on the preparation and issuance of volcanic ash advisories and SIGMETs in order to keep their aeronautical meteorological forecasters current with the procedures.</p>	Continuing
Conc. 12/44	<p><b>Longitudinal Separation</b></p> <p>That States take all necessary steps so that uniform 10 minute longitudinal separation minima be applied at the AIRAC date of 23 march 2000.</p>	Superseded - APIRG/14 - WP/6 refers.

<b>Conc./ Dec. No.</b>	<b>TITLE &amp;Text</b>	<b>Follow-up action</b>
Conc. 12/45	<p><b>National CNS/ATM bodies, focal points of contact and ICG coordinators</b></p> <p>That :</p> <p>a) State air navigation service providers, which have not yet done so, establish a national CNS/ATM body;</p> <p>b) the head of this body be designated as the focal point of contact for purposes of coordination with the relevant ICG coordinators;</p> <p>c) if a State is elected as ICG coordinator of one of the 10 areas of routing in the AFI Region, the national focal point of contact referred to in (b) above be designated as the ICG coordinator or appoints a suitable person to act as area of routing coordinator; and</p> <p>d) ICAO provide to States and international organizations concerned with the list of coordinators and their contacts.</p> <p><i>Note: The terms of reference of the ICG Coordinators are as follows: The ICG coordinator will be responsible to initiate and coordinate actions required to carry out implementation as mentioned in the worksheets among all concerned; facilitate the elimination of shortcomings and deficiencies as noted in the ICG meetings; report to the CNS/ATM sub-group on progress and eventual constraints being experienced, or on any other matters of concern; and to assist States as required.</i></p>	On going. APIRG/14-WP/8 refers.
Conc. 12/48	<p><b>Funding arrangement for the AFI EGNOS Test Bed</b></p> <p>That ASECNA continue the existing arrangements with the European Union to ensure, on behalf of the AFI Region, funding of the AFI EGNOS Test Bed.</p>	On going. APIRG/14 WP/8 refers.

Conc./ Dec. No.	TITLE &Text	Follow-up action
Dec. 12/49	<p><b>Future work of the AFI GNSS Study Group</b></p> <p><b>That the AFI GNSS Study Group be tasked with the following:</b></p> <p>Continue to carry out all the activities associated with the implementation of the AFI GNSS Test Bed and any other Test Bed proposal concerning the AFI Region; and</p> <p>Develop and refine the implementation plan for the AFI GNSS including associated institutional issues.</p>	On going.
Conc. 12/52	<p><b>Inclusion of the contents of the AFI CNS/ATM Implementation Plan (Doc. 003) in the AFI BASIC ANP and FASID</b></p> <p>That the secretariat will ensure that the contents of the AFI CNS/ATM Implementation Plan (Doc. 003) be incorporated in the relevant parts of the AFI Basic ANP and FASID documents in an evolutionary manner.</p>	Completed.
Conc. 12/53:	<p><b>Development of a new part for Basic ANP and FASID documents dealing with Human Factors and Manpower Planning</b></p> <p>That the secretariat expedites the development of a new part to the AFI Basic ANP and FASID dealing with Human Factors and Manpower Planning requirements.</p>	Continuing
Conc. 12/54	<p><b>CNS and ATM facilities in AOP Tables</b></p> <p>That in order to facilitate the consultations of FASID, the requirements in the AOP tables concerning CNS and ATM be also included in Parts IV and V of the FASID as appropriate.</p>	Continuing.
Conc. 12/57	<p><b>Coordinated approach to solve persistent problems.</b></p> <p>That where there are obvious persistent problems ICAO coordinate with the users, IATA and IFALPA, and the State or group of States concerned to develop an appropriate strategy for removal of the shortcomings and deficiencies</p>	Continuing

<b>Conc./ Dec. No.</b>	<b>TITLE &amp;Text</b>	<b>Follow-up action</b>
Conc. 12/58	<p><b>Integrated sub-regional approach to the removal of shortcomings and deficiencies.</b></p> <p>That States consider the use of sub-regional groupings where they exist to collectively deal with removal of shortcomings.</p>	Continuing
Dec. 12/66	<p><b>Implementation of RVSM</b></p> <p>That the planning and evolutionary implementation of RVSM in the AFI Region be carried out and the problems associated with the implementation of RVSM in Europe and other AFI interface areas be considered within the framework of the implementation co-ordination groups (ICGs) or APIRG sub-groups as appropriate.</p>	Subject being followed-up by RVSM/RNAV/RNP Task Force APIRG/14 - WP/6 refers
<b>Follow-up on APIRG/13 Conclusions and Decisions</b>		
Conc. 13/1	<p><b>Bird Hazard Reduction</b></p> <p>That the ICAO ESAF and WACAF Regional Offices hold workshops on Bird Hazard at more regular intervals and that States consider hosting such workshops.</p>	Workshop held in Uganda - November 2002.
Conc. 13/2	<p><b>New Larger Aeroplanes Task Force (NLA/ TF)</b></p> <p>That a new larger aeroplanes task force comprising experts be established under the aegis of the AOP/SG to effectively evaluate the likely impact of NLAs on the aerodromes in the AFI Region and advise States on the appropriate action in order to facilitate forward planning.</p>	Task Force established. Held first meeting - March 2003.
Conc. 13/3	<p><b>Human Factors in the AOP Field</b></p> <p>That:</p> <p>a) States should ensure that necessary resources are made available to develop and implement an appropriate training and retraining programme for all the staff;</p> <p>b) States should ensure that there is a uniform policy on the management of aviation personnel (recruitment, training, work environment and career development) to ensure the retention of the staff already trained.</p>	Conclusion brought to the attention of States. Establishment of autonomous civil aviation authorities being promoted.

Conc./ Dec. No.	TITLE &Text	Follow-up action
Conc. 13/4	<p><b>AFI AFTN Circuits Availability</b></p> <p>That States concerned:</p> <ul style="list-style-type: none"> <li>a) take remedial action as a matter of high priority, to eliminate deficiencies of main AFTN circuits;</li> <li>b) implement, as a matter of priority, the remaining circuits by 28 November 2002 (AIRAC date)</li> <li>c) improve AFTN circuits reliability to over the minimum threshold of 97%; and</li> <li>d) provide Regional Offices with monthly availability data on all main and tributary circuits under their responsibility.</li> </ul>	Continuing.
Conc. 13/5	<p><b>Brazzaville/Nairobi Main AFTN Circuit</b></p> <p>That:</p> <ul style="list-style-type: none"> <li>a) Kenya and ASECNA implement the main Brazzaville/Nairobi AFTN circuit as soon as possible; and</li> <li>b) the concerned parties hold a meeting under the auspices of ICAO with a view to finding a final and lasting solution to the matter.</li> </ul>	<ul style="list-style-type: none"> <li>a) not implemented.</li> <li>b) completed.</li> </ul>
Conc. 13/6	<p><b>Alger/Niamey Main AFTN circuit</b></p> <p>That Algeria install an AFISNET VSAT terminal for the main Algiers COM centre as soon as possible for the purpose of upgrading the reliability of Alger/Niamey main circuit.</p>	Not implemented

Conc./ Dec. No.	TITLE &Text	Follow-up action
Conc. 13/7	<p><b>Nairobi/Johannesburg Main AFTN Circuit</b></p> <p>That :</p> <p>a) Kenya and South Africa upgrade, as a matter of urgency, the availability of the Nairobi/Johannesburg AFTN main circuit up to a minimum of 97%; and</p> <p>b) Kenya and South Africa agree on a bilateral technical solution, including an increase in the modulation rate to a minimum of 1200 bps.</p>	No data on availability received from both States by the Regional Office.
Conc. 13/8	<p><b>Dakar/Johannesburg Circuit</b></p> <p>That:</p> <p>a) Senegal and South Africa upgrade, as a matter of urgency, the reliability of the Dakar/Johannesburg main AFTN circuit, and</p> <p>b) South Africa integrate to CAFSAT network.</p>	Completed.

Conc./ Dec. No.	TITLE &Text	Follow-up action
Conc. 13/9	<p><b>Review of the Configuration of the AFI AFTN plan</b></p> <p>That:</p> <ul style="list-style-type: none"> <li>a) Johannesburg AFTN main centre be an AFI entry/exit between the AFI and ASIA/PAC Regions;</li> <li>b) the following AFTN circuit be deleted from the AFI Plan : Mauritius/ASIA/PAC, Bujumbura/Dar-Es-Salaam, Kigali/Dar-Es-Salaam;</li> <li>c) the following main and tributary AFTN circuits between Johannesburg and the following centres be included in the AFI Air Navigation Plan: Dakar, Bujumbura Dar-Es-Salaam, Kigali, Kinshasa Luanda and Mauritius; and</li> <li>d) the network configuration chart be that shown at Appendix E to the report.</li> </ul>	Completed.
Conc. 13/10	<p><b>Introduction of Bit-oriented Protocols in the AFI Region</b></p> <p>That the AFI main AFTN centres introduce in a gradual manner, bit-oriented protocols with a view to upgrading the integrity of data transmission and paving the way to migration to the aeronautical telecommunications network (ATN).</p>	Continuous.
Conc. 13/11	<p><b>VSAT Networks interoperability/integration</b></p> <p>That a meeting be organized between ICAO, INTELSAT and VSAT services provider and user organizations for international civil aviation in order to find out ways and means to achieving interoperability and integration of VSAT networks in the AFI Region.</p>	On-going.

Conc./ Dec. No.	TITLE &Text	Follow-up action
Conc. 13/12	<p><b>Seminars on the aeronautical telecommunications network (ATN)</b></p> <p>That ICAO continue to organize seminars on the ATN in the AFI Region.</p>	On-going
Conc. 13/13	<p><b>Use of SITA network for AFTN circuits requirements</b></p> <p>That States resorting to temporary SITA circuits on a bilateral basis for AFTN purposes implement as soon as possible the AFTN circuits included in the Air Navigation Plan.</p>	Completed.
Conc. 13/14	<p><b>Interconnection between VSAT Networks - AFTN and ATS/DS connectivity</b></p> <p>That ASECNA and (ATNS) South Africa provide as a matter of urgency the following VSAT terminals:</p> <p>a) Antananarivo: a SADC VSAT compatible terminal pointed to INTELSAT 604;</p> <p>b) Brazzaville: an AFISNET VSAT compatible terminal pointed to INTELSAT 707; and</p> <p>c) Johannesburg: an AFISNET VSAT compatible terminal pointed to INTELSAT 707.</p>	Implemented.
Conc. 13/15	<p><b>Extension of the of satellite technology</b></p> <p>That a VSAT network involving Chad, Djibouti, Egypt, Eritrea, Ethiopia, Kenya, Libya, Somalia, Sudan and Uganda be established to cater for AFS requirements.</p>	A VSAT project (NAFISAT) is in progress. Eight States have confirmed participation.

Conc./ Dec. No.	TITLE &Text	Follow-up action
Conc. 13/16	<p><b>Need for technical co-operation agreements in the implementation of satellite telecommunication facilities within the AFI Region</b></p> <p>That, taking into consideration the amount of experience and expertise being progressively gained in the AFI Region from satellite telecommunication technology, states should resort to multiform technical co-operation bilateral or multilateral agreements when implementing aeronautical telecommunication facilities, notably in respect of installation and maintenance of ground earth stations.</p>	Continuous.
Conc. 13/17	<p><b>Improvement of the ATS/DS Network</b></p> <p>That, as a matter of priority, states should implement and improve ATS/DS circuits included in the Air Navigation Plan (ANP) within the context of a step-by-step approach to progressively improve air traffic control service in the region.</p>	On-going.
Conc. 13/18	<p><b>Introduction of 25 KHz VHF channel spacing in the AFI Region</b></p> <p>That VHF frequency assignment in the AFI Region be done on the basis of 25 KHz channel spacing.</p>	Implemented.
Conc. 13/19	<p><b>VHF frequency utilization plan</b></p> <p>That the VHF frequency utilization plan for the AFI Region be the plan shown at Appendix F to the report.</p>	Implemented.
Conc. 13/20	<p><b>VHF frequency assignments on world-wide reserved frequencies</b></p> <p>That States concerned replace VHF frequency assignments done on world-wide reserved frequencies (121.5 and 123.5 MHz) for services other than those planned by civil aviation organization.</p>	Continuing.

Conc./ Dec. No.	TITLE &Text	Follow-up action
Conc. 13/21	<p><b>Congestion of HF frequencies in AFI Region</b></p> <p>That, in order to reduce congestion, states should:</p> <ul style="list-style-type: none"> <li>a) implement, as a matter of urgency, ATS/DS circuits in the Air Navigation Plan (ANP);</li> <li>b) refrain from using air-ground hf frequencies for ground-ground communications; and</li> <li>c) request air traffic services personnel to use air-ground VHF frequencies rather than HF frequencies to obtain information such as <i>souls on board, endurance, type of aircraft, registration.</i></li> </ul>	On-going.
Conc. 13/22	<p><b>Termination of the use of the band 1559-1610 MHz by Fixed Services</b></p> <p>Considering that the sharing of the band 1559-1610 MHz allocated to the RNSS (including GNSS) with the fixed services is not feasible, States concerned should coordinate with the corresponding national frequency management authority in order to:</p> <ul style="list-style-type: none"> <li>a) determine if any fixed service stations operate in the band 1559-1610 MHz and, if so, either cease their operation or relocate them to other fixed-service band before GNSS-based operations are approved;</li> <li>b) establish plans to avoid any future implementation of fixed service stations to operate in the band 1559-1610 MHz; and</li> <li>c) take steps for the deletion of the national footnotes in this band at ITU WRC 2003.</li> </ul>	States concerned have been advised to implement this conclusion at ITU WRC - 2003.
Conc. 13/23	<p><b>Support to the ICAO's position at ITU-WRC 2003</b></p> <p>That AFI States pursue their efforts to promote and defend the ICAO's position at the ITU World Radio Conference (WRC) 2003.</p>	On-going.
Conc. 13/24	<p><b>Update of Notes in Table ATS 1 of AFI ANP</b></p> <p>That the notes on ATS routes Table ATS 1 of the ICAO Air Navigation Plan for the AFI Region (Doc 7474) be updated as shown in Appendix G to this Report.</p>	Superceded - APIRG/14 - WP/6 refers.

Conc./ Dec. No.	TITLE &Text	Follow-up action
Conc. 13/25	<p><b>Target date for implementation of ATS Routes</b></p> <p>That the relevant ICAO Regional Offices invite States concerned to implement the routes shown in Appendix H to this report as soon as possible and ideally, no later than 28 November 2002 and ensure that implementation is carried out in a harmonised manner.</p>	Superseded - APIRG/14 - WP/6 refers
Conc. 13/26	<p><b>Co-ordination meeting between Algeria, Libya and Tunisia</b></p> <p>That the proposal for the deletion of ATS routes/ route segments of UR 986 and UG 623 be discussed within the framework of bilateral/multilateral meetings to be organized under the aegis of ICAO pursuant to AFI/7RAN Meeting Conclusion 5/9.</p>	On-going.
Conc. 13/27	<p><b>Informal meeting between Algeria , Morocco and Senegal</b></p> <p>That an informal co-ordination meeting be organized under the aegis of ICAO between Algeria, Morocco and Senegal to explore ways and means of addressing problems associated with aircraft straying into Alger FIR (prohibited area p64) at point "BULIS".</p>	No progress
Conc. 13/28	<p><b>Implementation of ATS route UM 114</b></p> <p>That Algeria, Nigeria, Ghana, ASECNA and IATA meet under the auspices of ICAO to finalize the implementation of RNAV route UM 114.</p>	Superseded - APIRG/14 - WP/6 refers

<b>Conc./ Dec. No.</b>	<b>TITLE &amp;Text</b>	<b>Follow-up action</b>
Conc. 13/29	<p><b>Amendment to AFI ANP Table ATS 1</b></p> <p>That the AFI ANP table ATS 1 be amended to include:</p> <p>a) requirement for ATS routes:</p> <p style="padding-left: 40px;">i) Johannesburg - Francistown - Victoria falls - Livingstone; ii) MANDERA - TIKAT; and iii) EL OBEID - AVONO</p> <p>b) extend UR 982 (Lome - Sao Tome)</p>	Action completed.
Dec. 13/30	<p><b>Criteria for the establishment of new ATS routes</b></p> <p>That the ATS/AIS/SAR Sub-group develop criteria for the establishment of new ATS routes in the AFI Region.</p>	On-going.
Conc. 13/31	<p><b>Implementation of the area control service</b></p> <p>That States which have not yet done so, implement area control service in accordance with the priorities set out in APIRG/12 conclusion 12/20, not later than 28 November 2002.</p>	Superseded - APIRG/14 - WP/6
Conc. 13/32	<p><b>Allocation of ICAO five-letter name-code designators for the ATS route crossing points</b></p> <p>That States allocate five letter name-code designators to all ATS routes crossing points, where such points are not marked by navigation aids.</p>	Superseded - APIRG/14 - WP/6

<b>Conc./ Dec. No.</b>	<b>TITLE &amp;Text</b>	<b>Follow-up action</b>
Conc. 13/33	<p><b>ACAS II transition period and exemption process in the AFI Region</b></p> <p>That the end of the transition period for the mandatory carriage of ACAS II be fixed to 1/1/2003 and that an ICAO Regional Office be designated to coordinate those elements of ACAS II exemptions process in the AFI Region during the transition.</p>	Action completed.
Conc. 13/34	<p><b>Carriage and operation of pressure-altitude reporting SSR transponders</b></p> <p>That the AFI Regional Supplementary Procedures (Doc.7030) be amended to include the following procedures:</p> <p>S “All aircraft intending to fly in airspace classes B to E carry and operate an SSR pressure-altitude reporting transponder by 1 January 2003”.</p>	Action completed.
Conc. 13/35	<p><b>AIC on the use of SSR transponders.</b></p> <p>That ICAO invite States to publish the specimen AIC indicated at Appendix I to this report on the use of pressure-altitude reporting SSR transponders as soon as the relevant amendment to the Regional Supplementary Procedures (Doc.7030) is approved by the ICAO Council.</p>	Action completed.
Conc. 13/36	<p><b>Training of pilots and air traffic controllers on the use of ACAS</b></p> <p>That States take appropriate action in order to provide the necessary training to pilots and air traffic controllers on the use of ACAS procedures.</p>	Action completed.
Conc. 13/37	<p><b>Publication of ACAS and SSR transponder requirements in national legislation.</b></p> <p>That ICAO invite States that have not done so, to publish in their national legislation the appropriate guidance material for enforcement of awareness on ACAS II and pressure-altitude reporting SSR transponders requirements as soon as possible but not later than 1 January 2002.</p>	Action completed.

Conc./ Dec. No.	TITLE &Text	Follow-up action
Conc. 13/38	<p><b>Publication of a draft AIC on ACAS II Implementation.</b></p> <p>That ICAO urge AFI States which have not done so to publish as soon as possible, but no later than AIRAC date of 13 December 2001, the AIC on ACAS II implementation as indicated in Appendix J to this Report</p>	Action completed.
Conc. 13/39	<p><b>Procedures on the use of ACAS II</b></p> <p>That ICAO give priority on the development of the procedures on the use of ACAS II.</p>	Action completed.
Conc. 13/40	<p><b>Review of Airspace Organization</b></p> <p>That States be urged to take prompt action on the proposed changes to the airspace organization indicated at Appendix K to the report.</p>	Action completed.
Conc. 13/41	<p><b>Provision of Air Traffic Services in the Upper Airspace</b></p> <p>That in order to improve the provision of air traffic services in the upper airspace, this service be provided, where applicable, by the ACC/FIC responsible for that FIR.</p>	Action completed.
Conc. 13/42	<p><b>Implementation of World Geodetic Reference Datum (WGS-84) in the AFI Region</b></p> <p>That:</p> <ul style="list-style-type: none"> <li>a) States which have not done so, be invited to expedite action in order to implement the WGS-84 coordinates in the Region;</li> <li>b) ICAO be invited to assist in the transformation of the co-ordinates of the FIR boundary points in the AFI Region.</li> </ul>	Continuing.

Conc./ Dec. No.	TITLE &Text	Follow-up action
Conc. 13/43	<p><b>Implementation of 10 Minutes Longitudinal Separation</b></p> <p>That:</p> <p>a) the States that have not implemented the 10 minutes longitudinal separation minima by 23 March 2000 as called for by APIRG/12 Rec.12/44, be reminded of the prerequisites for ensuring the safe implementation of this requirement; and</p> <p>b) once the prerequisites referred to in a) here above have been met, inclusion of the non-implementation of 10 minutes longitudinal separation minima in the list of shortcomings/deficiencies as defined by ICAO should be considered.</p>	Superseded APIRG/14 - WP/6 refers.
Conc. 13/44	<p><b>AIS Automation Strategy</b></p> <p>That States be urged to achieve automation of the various components of the integrated AIS system and proceed with automation in accordance with the following phases:</p> <ul style="list-style-type: none"> <li>- automation of aeronautical information of temporary nature (NOTAM/PIBS and AIP supplements);</li> <li>- automation of other elements of the integrated aeronautical information package (AIP, AIP amendments, AICS, etc.)</li> </ul>	Implementation continues.

Conc./ Dec. No.	TITLE &Text	Follow-up action
Conc. 13/45	<p><b>AIS Rationalization and Establishment of Regional AIS System Centres (RASC) and National AIS System Centres (NASC) in the AFI Region</b></p> <p>That:</p> <p>a) The rationalization of the AIS in the AFI Region and the establishment of regional AIS system centres (RASCs) and national AIS system centres (NASCs) be carried out in order to upgrade the efficiency and quality of the aeronautical information and its dissemination in accordance with AFI/7RAN Meeting Rec.12/39. To achieve this: States should be urged to complete the questionnaire at Appendix L to the report with a view to collect information to be used for the development of the topology (<i>number and locations of RASCs</i>, which will be proposed for the AFI Region;</p> <p>b) Once the topology has been approved, a phased implementation plan be developed for the establishment of an integrated regional automation AIS system in the AFI Region.</p> <p><i>Note 1: the RASC choice should take into account, inter alia, the existing facilities in the States and existing networks in the Region as well as some technical criteria. (A preliminary list of these criteria is shown at Appendix 11 to the report. The number of RASC should, as far as possible, be kept to a minimum.</i></p> <p><i>Note 2: States' attention is drawn on the level of commitment required to develop this implementation plan.</i></p>	Implementation continues.
Conc. 13/ 46	<p><b>Intra and Inter-regional co-operation in the AIS/MAP</b></p> <p>That the various experiences in the states of the AFI Region and adjacent regions in the field of AIS/MAP automation be taken into account in any regional approach to automation.</p>	Action completed.

Conc./ Dec. No.	TITLE &Text	Follow-up action
Conc. 13/47	<p><b>Development of an International Standardized Model for the Exchange of Electronic Aeronautical Information/Data.</b></p> <p>That ICAO expedites the adoption of an international standardized model for the exchange of electronic aeronautical information/data</p>	Continuing.
Conc. 13/48	<p><b>Dissemination of AIS data</b></p> <p>That:</p> <p>a) SADIS could be used for the broadcast of aeronautical charts and AIP supplements; and</p> <p>b) Use of Internet could also be considered.</p>	On-going.
Conc. 13/49	<p><b>AIP in its New Format and World Aeronautical Chart (WAC) 1: 1 000 000 - ICAO</b></p> <p>That the attention of States concerned be drawn to the fact that as States which had previously the responsibility for producing the relevant sheets of the world aeronautical chart of ICAO at 1/1,000 000, are no longer able to continue producing the following sheets :</p> <p>2344-45, 2420-21, 2422, 2451, 2454-55, 2536-37, 2423, 2454,-55, 2536-37, 2570, 2574, 2658, 2659-60, 2663, 2664, 2667, 2688, 2691, 2692, 2693, 2694, 2695, 2696-97, 2697, 2780-81, 2781-82, 2784-85, 2785-86, 2812-13, 2813-14, 2814-15, 2816-17, 2905, 2906-07, 2935, 2936, 3052, 3155-56, 3173-74, 3278, 3297, consultation be initiated with those States which have been producing the above sheets with a view to identifying the States which could be willing to produce their own sheets and/or assisting other States in this connexion.</p>	Continuing.

<b>Conc./ Dec. No.</b>	<b>TITLE &amp;Text</b>	<b>Follow-up action</b>
Conc. 13/ 50	<p><b>Promulgation of Coordinates Based on WGS-84 System</b></p> <p>That :</p> <p>a) ICAO assist States in their efforts to identify geographical coordinates whose geodesic surveys have already been conducted and which did not meet the specifications in Annexes 11 and 14 in respect to accuracy and integrity and conduct the reconversion of existing coordinates into those based on the reference geodesic system WGS-84, and determine what is remaining for the publication of these coordinates; and</p> <p>b) ICAO be requested to assist, where necessary, States having difficulties in publishing their coordinates whose surveys have already been conducted.</p>	Continuing.
Conc. 13/51	<p><b>Publication in plain language of NOTAMS issued in languages other than English</b></p> <p>That, when issuing NOTAMS in languages other than English, States should ensure that each element of the integrated aeronautical information package for international distribution should include an English text for those parts expressed in plain language.</p>	Action completed.
Conc. 13/52	<p><b>Annex 15, Recommendation 3.6.1</b></p> <p>That ICAO should consider an amendment to Annex 15, to change recommendation 3.6.1 into a standard.</p>	On-going - Action by HQ.
Conc. 13/53	<p><b>Adoption of a uniform methodology for the reporting of WGS-84 implementation</b></p> <p>That the table indicated at Appendix M be adopted as the uniform format for reporting WGS-84 implementation by States.</p>	Action completed.

Conc./ Dec. No.	TITLE &Text	Follow-up action
Conc. 13/54	<p><b>Implementation of World Geodetic Reference Datum (WGS-84) in the AFI Region</b></p> <p>That:</p> <ul style="list-style-type: none"> <li>a) States which have not done so, be invited to expedite action in order to implement the WGS-84 coordinates in the Region;</li> <li>b) ICAO be invited to assist in the transformation of the co-ordinates of the FIR boundary points in the AFI Region.</li> </ul>	Continuing.
Conc. 13/55	<p><b>Provision of Search and Rescue Services</b></p> <p>That:</p> <ul style="list-style-type: none"> <li>a) the Secretariat follow, through missions, the implementation of SAR provisions within the AFI Region and keeps the APIRG apprised of developments.</li> <li>b) States accord high priority for the implementation of ICAO provisions in respect of search and rescue services.</li> <li>c) ICAO assist States through special implementation projects (SIPS) in order to promote the implementation of SAR provisions.</li> <li>d) States concerned in maritime SAR promote the existing ICAO/IMO protocols in order to enhance efficiency in the aeronautical maritime SAR.</li> </ul>	Continuing.
Conc. 13/56	<p><b>Search and Rescue Project Initiated by AFCAC</b></p> <p>That States, in co-operation with ICAO are encouraged to participate in the project initiated by AFCAC, for the improvement on search and rescue services in the AFI Region.</p>	Project not yet started.

Conc./ Dec. No.	TITLE &Text	Follow-up action
Conc. 13/57	<p><b>Need for Co-operation Agreements on the Use of COSPAS-SARSAT</b></p> <p>That States within the coverage of MCCs implemented in the AFI Region (Algeria, South Africa) should conclude co-operation agreements with COSPAS - SARSAT Organization and Host States in order to allow them to receive data from the COSPAS-SARSAT system.</p>	On-going.
Dec. 13/58	<p><b>Establishment of a Task Force on RVSM and RNAV/RNP Implementation</b></p> <p>That an APIRG task force dedicated to RVSM and RNAV/RNP implementation be established, with the terms of reference shown at Appendix Z7 to this report.</p> <p>Composition: Algeria, Cape Verde, Egypt, Ethiopia, Kenya, Morocco, Nigeria, South Africa, Tunisia, Senegal, Spain (Rapporteur), ASECNA, IATA and IFALPA.</p> <p><i>Note 1: the Task Force should maintain close coordination with the ATS/AIS/SAR/SG ASM Task Force, and its terms of reference should be harmonized with those of the ASM Task Force.</i></p> <p><i>Note 2: SATMA and EUROCONTROL should be invited to assist the Task Force.</i></p>	Action completed.
Conc. 13/59	<p><b>Implementation of RNP/5 in the AFI Region</b></p> <p>That VHF coverage be improved in the Algiers, Brazzaville Dakar, Khartoum, Kinshasa Luanda, N'djamena, Niamey and Tripoli FIRs to facilitate early introduction of RNP/5.</p>	Continuing.
Conc. 13/60	<p><b>Coordination Meeting between Libya and adjacent States</b></p> <p>That regular interface meetings be organized under the aegis of ICAO between Libya and adjacent States, in order to address issues relating to ATS coordination procedures and communications</p>	Continuing.

Conc./ Dec. No.	TITLE &Text	Follow-up action
Decision 13/ 61	<p><b>Follow-up Action on Conclusions and Decisions of APIRG in the MET Field</b></p> <p>That emphasis be laid, as a matter of urgency, on the follow-up of conclusions and decisions relating to the operation of the AMBEX scheme and the WAFS.</p>	Action completed
Dec. 13/62	<p><b>Task Force for the Use of GRIB and BUFR Codes</b></p> <p>That a task force whose terms of reference, work programme and composition are given at Appendix N be set up to assist AFI SADIS users to reap full and proper use of GRIB and BUFR codes.</p>	Action completed. Task Force has achieved its work and was dissolved
Conc. 13/63	<p><b>Training on the use of GRIB and BUFR codes</b></p> <p>That ICAO in consultation with WMO and the WAFS provider State organize training seminars on the use of GRIB and BUFR codes for AFI States as required.</p>	Action completed as seminars organized by Dakar Office May 2002 and by Nairobi Office, February 2003
Conc. 13/64	<p><b>Deletion of WINTEM messages from AFI ANP/FASID documents</b></p> <p>That reference to WINTEM messages in AFI ANP/FASID be deleted.</p>	Action completed
Dec. 13/65	<p><b>Amendment of the AMBEX Handbook to Reflect Code Name METAR/SPECI and TAF</b></p> <p>That the AMBEX handbook be amended to reflect changes relating to amendment 72 of Annex 3 on code name METAR/SPECI and TAF.</p>	Action completed
Conc. 13/66	<p><b>Inclusion of METAR exchange in the AMBEX scheme</b></p> <p>That the requirement for METAR exchange be included in the AMBEX scheme.</p>	Action completed
Conc. 13/67	<p><b>OPMET Data Banks at Pretoria and Dakar</b></p> <p>That two OPMET data banks be established at Dakar and Pretoria to serve the AFI Region.</p>	Action continuing

<b>Conc./ Dec. No.</b>	<b>TITLE &amp;Text</b>	<b>Follow-up action</b>
Conc. 13/68	<p><b>Better Communications for Volcano Observatories</b></p> <p>That States concerned make efforts to establish reliable communications links between their volcano observatories and Meteorological Watch Offices (MWOS) and area control centres (ACCS).</p>	Action completed
Conc. 13/69	<p><b>Implementation of World Geodetic System (WGS-84) Airspace Coordinates</b></p> <p>That States implement, as a matter of urgency, WGS-84 airspace coordinates to enable the use of GNSS as a primary means of navigation for en-route.</p>	Continuing.
Conc. 13/70	<p><b>Coordination Between ATS Providers and Users in the Implementation of CNS/ATM</b></p> <p>That ATS Providers and Users coordinate before any decision to implement CNS/ATM systems which have a bearing on equipage is taken.</p>	On-going.
Conc. 13/71	<p><b>Amendment to AFI Supps. (Doc. 7030)</b></p> <p>That the AFI supps. (doc. 7030) be amended as follows:</p> <ul style="list-style-type: none"> <li>a) Reduction of longitudinal separation minima from 20 minutes to 10 minutes</li> <li>b) Reduction of lateral separation from 100 NM (as is the case in the EUR/SAM corridor) to 50 NM (in RNP 10 environment), and eventually to 25 or 30 NM as appropriate (in RNP 5 environment)</li> <li>c) Introduction of longitudinal RNAV/RNP separation minima of 10 minutes and/or 80 NM RNAV derived distance in selected airspaces</li> </ul>	Requested HQ to amend in line with PANS/ATM (Doc.4444)

Conc./ Dec. No.	TITLE &Text	Follow-up action
Conc. 13/72	<p><b>Step by Step Approach in the CNS/ATM Implementation</b></p> <p>That in the implementation of the new CNS/ATM concept in the region, a step by step approach be adopted starting with the ATM objectives which can be achieved in the short term with minimum CNS requirements or relatively low cost. In this regard, the following ATM objectives and CNS requirements should be given priority over the emerging concepts:</p> <ul style="list-style-type: none"> <li>S VHF coverage;</li> <li>S ATS/DS and AFTN circuits;</li> <li>S Area control service; and</li> <li>S 10 minute longitudinal separation.</li> </ul>	On-going.
Conc. 13/73	<p><b>Early Benefits to Approved/certified Operations</b></p> <p>That taking into account the equipage approval of transcontinental operators, early benefits be given to such operators as soon as possible by initially allocating them dedicated/segregated airspace, without penalizing regional and domestic operations.</p>	Continuous.
Conc. 13/74	<p><b>Establishment of National CNS/ATM bodies and designation of focal points of contact</b></p> <p>That, as a matter of urgency, States which have not done so be requested to implement APIRG conclusion 12/45 on the establishment of national CNS/ATM bodies and designation of focal points of contact, and notify ICAO Regional Offices of the action taken in this respect. In so doing, they should refer to guidance provided by ICAO (<i>circular 278-an/164 - national plan for CNS/ATM</i>).</p>	On-going. 21 States have established national committees.

Conc./ Dec. No.	TITLE &Text	Follow-up action
Conc. 13/75	<p><b>Implementation of CNS/ATM within areas of routing AR-6 and AR-7</b></p> <p>That:</p> <p>a) the implementation of CNS/ATM within area of routing AR-6 be co-ordinated by the sat informal group meetings; and</p> <p>b) the implementation of CNS/ATM within area of routing AR-7 be co-ordinated by the AFI/EUR interface meetings</p>	Completed.
Conc. 13/76	<p><b>Promulgation of National Airborne Collision Avoidance System (ACAS) Policies</b></p> <p>That each AFI/EUR interface State promulgate without delay an AIC clearly stating its national ACAS II exemption policy, including minimum equipment list (MEL) exemption</p>	Completed.
Conc. 13/77	<p><b>Data for the Categorization of TMAs and Aerodromes</b></p> <p>That States be urged to provide, as soon as possible , the data shown at Appendix O to the report, in order to facilitate work on the categorization of TMAs and aerodromes.</p>	38 States replied. Study initiated. APIRG/14 WP/8 refers.
Conc. 13/78	<p><b>En Route (FIR) Aeronautical Surveillance Plan for the AFI Region</b></p> <p>That:</p> <p>a) the first issue of the aeronautical surveillance plan (ASP) for the AFI Region comprise: the en route aeronautical surveillance systems table at Appendix P and of the ATS automation systems table at Appendix Q; and</p> <p>b) the ASP be included in the AFI FASID.</p>	Completed.

<b>Conc./ Dec. No.</b>	<b>TITLE &amp;Text</b>	<b>Follow-up action</b>
Conc. 13/79	<p><b>AFI/EUR GNSS Test Bed Working Group</b></p> <p>That:</p> <p>a) South Africa and ASECNA be the representatives of the AFI GNSS study group in the AFI/EUR GNSS Test Bed Working Group; and</p> <p>b) States or navigation services providers , wishing to support GNSS test bed activities, be invited to join the AFI/EUR GNSS Test Bed Working Group.</p>	Completed.
Conc. 13/80	<p><b>AFI Test Bed Project Document</b></p> <p>That South Africa and ASECNA prepare a draft AFI test bed project document to be submitted by ASECNA to the European Commission for funding.</p>	Completed. APIRG/14 WP/8 refers.
Conc. 13/81	<p><b>Involvement of Multi Modal Transport Organizations in the Afi Gnss Test Bed Trials</b></p> <p>That contacts be established with multi modal transport organizations in the AFI Region for their participation in the AFI GNSS test bed trials, as follows:</p> <p>a) ICAO with IMO, ECA;</p> <p>b) ATNS with SASAR (South African SAR Organization); and</p> <p>c) ASECNA with ECOWAS and CEMAC</p>	In view of the limited coverage of the mobile test bed, it may not be advantageous to involve other modes of transport.
Conc. 13/82	<p><b>Contacts with Flight Calibration Organizations</b></p> <p>That ICAO contact the operators of flight calibration aircraft in the AFI Region for their participation in the AFI GNSS test bed trials.</p>	Completed.

Conc./ Dec. No.	TITLE &Text	Follow-up action
Conc. 13/83	<p><b>Assistance for GNSS Procedures Design</b></p> <p>That ICAO contact the following organizations to assist in designing GNSS-based approach procedures (NPA, APV-1, APV-2) at locations where trials will be conducted: EUROCONTROL, FAA, French DGCA, ASECNA, ATNS, Dutch RLD.</p>	On-going.
Conc. 13/84	<p><b>AFI GNSS Strategy</b></p> <p>That the AFI GNSS Strategy be amended as shown in Appendix R to the Report.</p>	Completed.
Conc. 13/85	<p><b>Initial Implementation of RVSM in the AFI Region</b></p> <p>That RVSM be implemented in the AFI Region coincidentally or soon after its implementation in the EUR Region, and initially between FL350 and FL390.</p>	On-going.
Conc. 13/86	<p><b>Seminars/workshops on RVSM and RNAV/RNP</b></p> <p>That ICAO as well as States and International Organizations in a position to do so, organize seminars/workshops on RVSM and RNAV/RNP in the AFI Region.</p>	Continuing.
Conc. 13/87	<p><b>Amendment of the AFI CNS/ATM Implementation Plan (Doc. 003)</b></p> <p>That the AFI CNS/ATM implementation plan (Doc. 003) be amended as shown at Appendix S to the Report.</p>	Completed.
Conc. 13/88	<p><b>Integrity of WGS-84 Infrastructure</b></p> <p>That States concerned:</p> <ul style="list-style-type: none"> <li>a) establish maintenance procedures in order to ensure the integrity of the WGS-84 ground infrastructure; and</li> <li>b) consider the interconnection of the various WGS-84 ground reference networks in the AFI Region.</li> </ul>	On-going.

<b>Conc./ Dec. No.</b>	<b>TITLE &amp;Text</b>	<b>Follow-up action</b>
Conc. 13/89	<p><b>Sharing of ADS Data</b></p> <p>That States in a position to do so, be encouraged to share ADS data for mutual benefit.</p>	Completed.
Conc. 13/90	<p><b>AFI Basic ANP and FASID Documents</b></p> <p>That:</p> <ul style="list-style-type: none"> <li>a) the AFI basic ANP and FASID as completed in terms of APIRG/12 Conclusion 12/51 is endorsed by APIRG;</li> <li>b) the AFI basic ANP and FASID be circulated to the relevant States who did not attend the meeting for comments;</li> <li>c) ICAO be requested to post all working papers, information papers and relevant reference material for all the PIRGS and sub-group meetings on the ICAO web site;</li> <li>d) ICAO be requested to make the AFI basic ANP and FASID available after appropriate approval for use and implementation while the formal editing process in English and French is completed;</li> <li>e) States who have not yet done so, expedite the implementation of means to access the Internet.</li> </ul>	Action completed

Conc./ Dec. No.	TITLE &Text	Follow-up action
Conc. 13/91	<p><b>Establishment of an Aviation Safety Board</b></p> <p>That:</p> <ul style="list-style-type: none"> <li>a) the meeting recognize the need for the establishment of the Aviation Safety Board as a way of enhancing the reduction of shortcomings and deficiencies in the AFI Region.</li> <li>b) request ICAO in consultation with States and International Organizations to review the proposal for the establishment of the Aviation Safety Board to facilitate further consideration by APIRG/14.</li> <li>c) urge all States to employ all means possible to enhance the reduction of shortcomings and deficiencies in their areas of responsibility.</li> </ul>	Action continuing
Conc. 13/92	<p><b>Shortcomings and Deficiencies in the Aeronautical Fixed Services</b></p> <p>That States concerned should address, as a matter of urgency and in any case no later than 28 November 2002, shortcomings and deficiencies affecting AFS circuits (AFTN and ATS/DS) as shown at Appendix U to this Report.</p>	Completed.
Conc. 13/93	<p><b>Shortcomings and Deficiencies in the Aeronautical Mobile Service</b></p> <p>That States should provide as much as possible adequate VHF coverage along ATS routes used by international air transport in accordance with AFI/7 Recommendation 5/12.</p>	In progress

<b>Conc./ Dec. No.</b>	<b>TITLE &amp;Text</b>	<b>Follow-up action</b>
Conc. 13/94	<p><b>Shortcomings and Deficiencies in the Radionavigation Service</b></p> <p>That:</p> <p>a) States concerned take remedial action as a matter of high priority to overcome deficiencies affecting radionavigation service shown at Appendix U to the Report by 28 November 2002; and</p> <p>b) when eliminating shortcomings and deficiencies affecting radionavigation service, states take into account of the current strategy for the implementation of GNSS in the AFI Region adopted by the APIRG.</p>	On-going.
Conc. 13/95	<p><b>Elimination of Shortcomings and Deficiencies in the AIS/MAP Field</b></p> <p>That as a first step towards the development and introduction of automated processes within their aeronautical information services (AIS) infrastructure in the Region, States be invited to take urgent remedial actions aimed at the elimination of shortcomings and deficiencies which have been reported in the AIS/MAP field in accordance with AFI/7 RAN Meeting Recommendation 12/30.</p>	Superseded - APIRG/14 - WP/14
Conc. 13/96	<p><b>Format of List of Shortcomings and Deficiencies</b></p> <p>That the current format of the list of shortcomings and deficiencies be amended to show under each State, data of each air navigation field.</p>	Action completed
Conc. 13/97	<p><b>Establishment of an Appropriate Body to Facilitate Regional Human Resource/training Planning in the AFI Region</b></p> <p>That an appropriate body be established to facilitate regional and sub-regional training planning including human resources.</p>	Action on-going

Conc./ Dec. No.	TITLE &Text	Follow-up action
Conc. 13/98	<p><b>Need for an ICAO Project on Human Resource and Training Planning for the AFI Region</b></p> <p>That:</p> <ul style="list-style-type: none"> <li>a) ICAO develop a project in order to assist the AFI Region in formulating a regional human resource and training programme, based on identified regional training capabilities;</li> <li>b) States in the region conduct preliminary surveys of their facilities as soon as possible, and be ready to provide an assessment of their situation as well as their inputs to the ICAO project; and</li> <li>c) ICAO conduct quality assurance assessment of all approved training institutions to determine their suitability for the continuous listing as ICAO recommended centres in the training directory.</li> </ul>	Action continuing
Conc. 13/99	<p><b>Follow-up action on ALLPIRG/4 Conclusions</b></p> <p>That the necessary follow-up actions in Appendix X to this report be taken by AFI States</p>	Action completed
Conc. 13/100	<p><b>Membership of the APIRG</b></p> <p>That the ICAO Council approve the application by Cape Verde to be member of APIRG.</p>	Action completed

Conc./ Dec. No.	TITLE &Text	Follow-up action
Dec. 13/101	<p><b>Membership to APIRG Subsidiary Bodies</b></p> <p>That the membership of the following APIRG subsidiary bodies be increased to include experts from the following States and International Organizations :</p> <ul style="list-style-type: none"> <li>a) AOP/SG : Eritrea</li> <li>b) COM/SG : Eritrea, Ghana</li> <li>c) ATS/AIS/SAR/SG : Eritrea</li> <li>d) MET/SG : Eritrea, Gabon, Madagascar and South Africa</li> <li>e) CNS/ATM/IC/SG : Eritrea</li> </ul>	Action completed
Conc. 13/102	<p><b>Submission of Information and Working Papers (IPs and WPs) to the APIRG</b></p> <p>That States and International Organizations make necessary efforts to submit their Information and Working Papers to APIRG in accordance with the established procedures, in any case before the set deadline.</p>	Action completed

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