



International Civil Aviation Organization
Eastern and Southern African Office

**Eleventh Meeting of the Air Traffic Services/Aeronautical Information
Service/Search and Rescue Sub-Group (ATS/AIS/SAR SG/11)
(Nairobi, Kenya, 26 - 30 April 2010)**

**Agenda Item 2: Follow-up on SP AFI RAN Recommendations, Conclusions and
Decisions within the Framework of APIRG relevant to the
ATS/AIS/SAR SG**

**FOLLOW-UP ON RAN MEETING RECOMMENDATIONS AND APIRG
CONCLUSIONS AND DECISIONS**

(Presented by the Secretariat)

SUMMARY

This paper presents the Recommendations of the Special AFI RAN Meeting, and Conclusions and Decisions formulated within the framework of APIRG, for review and update as necessary, including consolidation where appropriate, and the enhancement of the mechanism for follow up of actions required to implement the Recommendations, Conclusions and Decisions.

Action by the meeting is at **paragraph 3**.

REFERENCES:

SP AFI RAN 2008	Report
APIRG 16	Report
ATS/AIS/SAR SG/10	Report

This Working Paper is related to Strategic Objectives: **A** and **D**

1. INTRODUCTION

1.1 The Special AFI RAN Meeting, Durban, South Africa 24-29 November 2008, formulated twenty eight (28) Recommendations, 18 of which are applicable to the business of the ATS/AIS/SAR Sub-Group.

1.2 The APIRG/16 meeting which was held in Rubavu, Rwanda, 19-23 November 2007 adopted 69 Conclusions and Decisions of which 27 are directly relevant to the work of the Sub-Group. The ATS/AIS/SAR SG/10 meeting in Dakar 12-15 May 2009 agreed on 49 Conclusions and Decisions, and the Joint Meeting of the APIRG Performance Based Navigation and Global Navigation Satellite System Implementation Task Forces held in Nairobi, 8-10 September 2009 formulated 12 Draft Conclusions/Decisions.

2. DISCUSSION

2.1 In accordance with the ICAO Business Plan and the requirements for performance monitoring, it has become necessary to for APIRG and its subsidiary bodies to develop a systematic follow-up action plan in order to avoid duplication and oversight, and otherwise to ensure efficiency within APIRG. In order to facilitate this process, the SP AFI RAN Meeting Recommendations, as well as Conclusions and Decisions within the framework of APIRG that are relevant to the work of the ATS/AIS/SAR Sub-Group have been reflected in the Appendixes A to D to this working paper for consideration by the meeting.

Appendix A - SP AFI RAN Recommendations

Appendix B - APIRG/16

Appendix C - ATS/AIS/SAR/SG/10

Appendix D - Joint PBN & GNSS/I TFs

2.2 In addition to considering the action applicable to the meeting from the Recommendations, Conclusions and Decisions, the meeting may wish to review the status, follow up actions, and target dates, with the objective to facilitate ease of follow up, management of work and efficiency.

2.3 Furthermore, the meeting may wish to consider the need where appropriate, to merge Conclusions or Decisions with others that are considered similar or closely related; identify as redundant those that are adequately addressed by other Conclusions, Decisions, procedures, or activities; and similarly, identify those that may be included in the terms of reference and work programmes of relevant APIRG subsidiary bodies or be included in the APIRG handbook to serve general purposes.

2.4 In order to reduce repeated discussions of the subjects, the meeting may wish to consider the RAN Recommendations and some of the Conclusions and Decision under the relevant agenda items.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) note the follow-up action on the list of Conclusions and Decisions at **Appendixes A to D** to this working paper;
- b) consider the Conclusions, Decisions and follow-up action thereon during its deliberations on specific, related agenda items;
- c) update the applicable follow-up action and target dates; and
- d) identify Conclusions and Decisions that may be:
 - i.) merged with others or considered as adequately addressed by other Conclusions, Decisions, procedures, or activities;
 - ii.) included in the terms of reference and work programmes of relevant APIRG subsidiary bodies; and
 - iii.) included in the APIRG handbook

FOLLOW-UP ON PBN RECOMMENDATIONS OF SP AFI RAN 2008

Conc/Dec No. Strategic Objectives*	Title of Conclusion/ Decision	Text of Conclusion/Decision	Follow-up Action	To be initiated by	Deliverable/ Intended Outcome	Target Dates
Recommendation 3/3:	Performance-based approach and measurement	That APIRG and regional safety groups develop indicators that are specific, measurable, achievable, realistic and time bound and attach them to the performance framework forms (PFFs).	ICAO PBN Procedure design training course has been approved through an SIP funding for ESAF and WACAF Regions in 2010.	RO AIS/MAP Dakar and HQ PBN Program Manager	Implementation of the PBN applications of Basic-RNP1or RNAV 1 SID and STAR.	19-31 July 2010
Recommendation 4/1	Implementation of Safety critical elements	AFI States set a high priority to implement all eight critical elements with special emphasis on the following elements that have a strong relationship with accident rates.	Establishment of the AFI-CAD Study Group pursuant to APIRG/15 Conc. 15/43; Development of the Framework and Guidance material of the AFI-CAD adopted by APIRG/16 Conc.16/41; The Draft AFI-CAD Business will be presented to APIRG/17 for action.	AIS/MAP TF AFI-CAD SG	Establishment of an AFI Centralized AIS Database (AFI-CAD) pursuant to the AIS-AIM Roadmap Step P-06 (Integrated aeronautical information database)	APIRG/17 Aug. 2010
Recommendation 4/3:						
Recommendation 4/6:						

Conc/Dec No. Strategic Objectives*	Title of Conclusion/ Decision	Text of Conclusion/Decision	Follow-up Action	To be initiated by	Deliverable/ Intended Outcome	Target Dates
Recommendation 4/7:						
Recommendation 6/1:						
Recommendation 6/2:						
Recommendation 6/5:						
Recommendation 6/6:						
Recommendation 6/7:						
Recommendation 6/8:						
Recommendation 6/9:	Performance-based navigation (PBN) performance objectives	That APIRG adopt the Performance Objectives as contained in the performance framework forms in Appendix D to the Report on Agenda Item 6: a) optimization of the air traffic services (ATS) route structure in en-route airspace; b) optimization of the ATS route	➤ Implement recommendation. • Identify action parties and specific target dates. • Update PFFs. • Follow-up • Provide guidance for States.	APIRG (PBN/TF)	Updated PFFs	PBN TF/4

Conc/Dec No. Strategic Objectives*	Title of Conclusion/ Decision	Text of Conclusion/Decision	Follow-up Action	To be initiated by	Deliverable/ Intended Outcome	Target Dates
		<p>structure in terminal airspace; and</p> <p>c) implementation of vertically guided required navigation performance (RNP) approaches.</p> <p>That States develop their national action plans to meet the requirements of the regional performance framework forms, as a matter of priority to meet the PBN implementation goals established by Assembly Resolution A36-23.</p>	<p>➤ Implement the States recommendations.</p> <ul style="list-style-type: none"> • Identify action parties and specific target dates. • Update PFFs. • Follow-up 			
<p>Recommendation 6/10:</p>	<p>Support for establishment of an Africa ICAO flight procedure office</p>	<p>That:</p> <p>a) States and international organizations support the implementation of an AFI flight procedures office; and</p> <p>b) ICAO disseminate a letter, with supporting documentation, inviting interested States and international organizations to submit proposals for establishment and hosting of</p>	<p>Provide support to FPO.</p> <p>State letters.</p>	<p>States and International Organizations.</p> <p>ICAO HQ.</p>	<p>Invitation to establish FPO.</p>	<p>Based on APAC FPO experience to be reviewed by APIRG/17.</p>

Conc/Dec No. Strategic Objectives*	Title of Conclusion/ Decision	Text of Conclusion/Decision	Follow-up Action	To be initiated by	Deliverable/ Intended Outcome	Target Dates
		the FPO.				
Recommendation 6/11:	Implementation of WGS-84 and e-TOD	That APIRG adopts the AIM Performance Objective : Implementation of world geodetic system-1984 (WGS-84) and electronic terrain and obstacle data (e-TOD) as contained in the performance framework form in Appendix-E to the Report on Agenda Item 6	Further to the outcomes of the AFI AIS/MAP TF/5 Meeting, the ATS/AIS/SAR SG-10 Meeting endorsed Draft Conclusions 10/07 to 10/14 and Decisions 10/04	All AFI States and International Organizations	Full WGS-84 implementation in the in AFI Region; Full provision of electronic terrain information (e-TOD); PBN Procedure implementations	APIRG/17
Recommendation 6/12:						
Recommendation 6/13:	Publication of GNSS-based RNP approach procedures	That: a) States having taken part in the IATA area navigation (RNAV) global navigation satellite systems (GNSS) procedures development and implementation programme and which had not yet done so, publish GNSS-based required navigation performance (RNP) approaches, and at the same time, remove any operational restrictions that may be in place; and	<ul style="list-style-type: none"> - Publish GNSS-based instrument Flight Procedures (IFPs). - Remove restrictions. 	States.	GNSS-based IAPs published and operational.	APIRG/17

Conc/Dec No. Strategic Objectives*	Title of Conclusion/ Decision	Text of Conclusion/Decision	Follow-up Action	To be initiated by	Deliverable/ Intended Outcome	Target Dates
		b) States that had not taken part in the IATA RNAV GNSS procedures development and implementation programme, seek assistance from appropriate organizations with the objective of designing and implementing GNSS-based RNP approach procedures.	Implement conclusion.	States.		APIRG/17
Recommendation 6/22:						
Recommendation 6/25:	Elimination of Air navigation deficiencies in the AFI Region	That : a. APIRG adopt the performance objective : Elimination of air navigation deficiencies in the AFI Region as contained in the performance framework form in Appendix J to the Report on Agenda Item 6	AFI AIS/MAP TF/5 meeting initiatives were endorsed under Draft Conc. 10/07 a) of ATS/AIS/SAR SG-10	APIRG States	Implementation of AFI RAN/8 Rec.6/11 as contained in PFF	APIRG/17
Recommendation 6/26:						

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

A: Safety: Enhance global civil aviation safety;

B: Security: Enhance Global civil aviation security;

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

D: Efficiency: Enhance the efficiency of aviation operation;

E: Continuity: Maintain the continuity of aviation operations; and

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

FOLLOW-UP ACTION ON PBN RELATED APIRG/16 CONCLUSIONS/DECISIONS

Conclusions/Decisions No. Strategic Objectives*	Title of conclusion/Decision	Text of Conclusion/Decision	Follow-up Action	To be initiated by	Deliverable/Intended Outcome	Target Dates
DECISION 16/2: A	ESTABLISHMENT OF AN APIRG PERFORMANCE-BASED NAVIGATION TASK FORCE (APIRG/PBN/TF):	That an APIRG PBN Task Force, with terms of reference as outlined in Appendix D to this report, be established to develop a PBN implementation plan for the AFI Region and address related regional PBN implementation issues.	Nomination of Members of the Task Force	ESAF Office	State Letter to nominate Members.	Completed.
CONCLUSION 16/3: A	DEVELOPMENT OF STATES PBN IMPLEMENTATION PLANS:	That the Regional Offices encourage States to begin development of their State PBN implementation plans in harmony with the development of the AFI Regional PBN implementation plan being coordinated by the AFI PBN Task Force for submission to APIRG.	Encourage States to develop State PBN implementation Plan 2008.	ESAF Office	State Letter. PBN National Plans	Dec-09 Completed Some States yet to develop the plans
CONCLUSION 16/4: A	DESIGNATION OF CONTACT PERSON FOR PBN IMPLEMENTATION:	That, by 28 February 2008, States designate a focal contact person responsible for Performance-Based Navigation implementation and provide details of the contact person to ICAO Regional Offices for the AFI Region.	Follow-up with States for POC.	ESAF Office WACAF Office	State Letter State Letter	Dec-09 Completed Completed.

Conclusions/Decisions No. Strategic Objectives*	Title of conclusion/Decision	Text of Conclusion/Decision	Follow-up Action	To be initiated by	Deliverable/Intended Outcome	Target Dates
<p>Concl. 16/5</p> <p>A</p>	<p>IMPLEMENTATION OF THE ICAO PROVISIONS ON LANGUAGE PROFICIENCY</p>	<p>That:</p> <p>a) as a matter of urgency, the States concerned implement the intent of Assembly Resolution A36-11 and the Standards of Annex 1, Annex 6, Annex 10 and Annex 11 in response to the ICAO State Letter AN 12/44.6-07/68 dated 26 October 2007;</p> <p>b) States implement the language provisions with a high level of priority and ensure that flight crews, air traffic controllers and aeronautical station operators involved in international operations maintain language proficiency at least at ICAO Operational Level 4; and</p> <p>c) States provide data concerning their level of implementation of the Language Proficiency Requirements to ICAO.</p>	<p>Notify States</p>	<p>ESAF Office</p> <p>WACAF Office</p>	<p>State Letters</p>	
<p>CONCLUSION 16/21:</p> <p>A & F</p>	<p>IMPLEMENTATION OF GNSS EN-ROUTE AND NON-PRECISION APPROACH OPERATIONS:</p>	<p>That AFI States continue their efforts to implement GNSS applications for en-route and non-precision approach operations as part of Phase 1 of AFI GNSS Strategy. In so doing, particular attention should be accorded to meeting all GNSS implementation</p>	<p>Notify AFI States</p>	<p>WACAF</p>	<p>State Letter</p>	<p>Nov. 09*</p>

Conclusions/Decisions No. Strategic Objectives*	Title of conclusion/Decision	Text of Conclusion/Decision	Follow-up Action	To be initiated by	Deliverable/Intended Outcome	Target Dates
		requirements, including establishment of GNSS legislation, regulatory framework, and approval and monitoring procedures.				
CONCLUSION 16/23:	AERONAUTICAL INFORMATION RELATED TO GNSS	That when implementing GNSS-based operations, AFI States ensure that the relevant aeronautical information is provided to the users as appropriate.	Notify AFI States	WACAF	State Letter	Nov. 09*

Conclusions/Decisions No. Strategic Objectives*	Title of conclusion/Decision	Text of Conclusion/Decision	Follow-up Action	To be initiated by	Deliverable/Intended Outcome	Target Dates
<p>Dec. 16/27</p> <p>A</p>	<p>ESTABLISHMENT OF AN AFI AERONAUTICAL SURVEILLANCE IMPLEMENTATION TASK FORCE</p>	<p>That an AFI Aeronautical Surveillance Implementation Task Force (AS/I/TF) be established with the following terms of reference:</p> <ul style="list-style-type: none"> a) Determine the operational performance requirements for aeronautical surveillance in the AFI Region, including en-route, terminal areas (TMAs) and aerodromes operations; b) Identify and quantify near term and long term benefits of relevant surveillance candidate systems; and c) Develop a consistent draft AFI surveillance implementation plan including recommended target dates of implementation, taking into account availability of SARPs and readiness of airspace users and air navigation service providers for a coordinated implementation of service as required. <p><i>Notes:</i></p> <ul style="list-style-type: none"> 1. The Task Force should be of multidisciplinary nature to cover all aspects related to its assigned work. 2. While undertaking the task, with a view to avoiding any duplication, the Task Force should take into account: 	<p>Hold AS/I/TF meetings</p>	<p>ESAF and WACAF</p>	<p>Organize meetings of ASI/I/TF</p>	<p>TF/1 held Johannesburg Sept 09.</p>

Conclusions/Decisions No. Strategic Objectives*	Title of conclusion/Decision	Text of Conclusion/Decision	Follow-up Action	To be initiated by	Deliverable/Intended Outcome	Target Dates
		<p>a) the work being undertaken by ICAO Panels; and</p> <p>b) the relevant RAN recommendations and APIRG Conclusions and Decisions pertaining to aeronautical surveillance;</p> <p>3. The Task Force should complete its work in coordination with APIRG ATS/AIS/SAR and CNS Sub-Groups, and present the results to the next meeting of APIRG.</p> <p>4. In assessing the readiness of airspace users, take into account business aviation usage.</p>				
<p>Dec. 16/29</p> <p>A</p>	<p>ACTIVITIES OF AFI CNS/ATM IMPLEMENTATION COORDINATION GROUPS (ICGs)</p>	<p>That the CNS/ATM Implementation Coordination Groups (ICGs) established by APIRG for each area of routing should pursue their assigned work in accordance with Doc 003 provisions.</p>	<p>Hold ICG meetings for AFI areas of routing</p>	<p>ESAF and WACAF as appropriate</p>	<p>Organize ICG meetings in the Region</p>	<p>Ongoing</p>
<p>Dec. 16/30</p> <p>D</p>	<p>HARMONIZATION OF TARGET DATES OF IMPLEMENTATION OF AFI OPERATIONAL SYSTEMS</p>	<p>That:</p> <p>a) the CNS Sub-Group should harmonize target dates with ATM/AIS/SAR/SG regarding operational system implementation in the AFI programme; and</p> <p>b) reference CNS and ATM implementation documents reflecting disparity in dates should be amended accordingly.</p>	<p>Harmonize target dates for AFI CNS/ATM system implementation</p>	<p>WACAF</p>	<p>Coordination between CNS and ATS/AIS/SAR Sub-group secretaries</p>	

Conclusions/Decisions No. Strategic Objectives*	Title of conclusion/Decision	Text of Conclusion/Decision	Follow-up Action	To be initiated by	Deliverable/Intended Outcome	Target Dates
Concl. 16/31 A	COLLECTIVE APPROACH FOR THE MANAGEMENT OF CNS/ATM SYSTEM ELEMENTS	That the air navigation service providers (ANSPs) adopt a collective approach and speak in a single voice on issues of common interest related to the implementation of CNS elements of the CNS/ATM systems (such as service level agreements with ATN service providers, system availability, etc.).	Notify AFI ANSPs	WACAF	State Letter	
Concl. 16/33 A	FANS 1/A OPERATIONAL MANUAL FOR APPLICATION IN THE AFI REGION	That : a) The FANS 1/A Operational Manual for application in the AFI Region at Appendix E be applied in the AFI Region; and B) South Africa manages the Fans 1/A Operational Manual for the AFI Region.	Notify States	ESAF Office WACAF Office	State Letter State Letter	
Dec. 16/34 A	APPELLATION OF THE CURRENT ATM SUB-GROUP TO BE REVERTED TO THE ATS/AIS/SAR SUB-GROUP	That the appellation of the current ATM Sub-Group be reverted to the ATS/AIS/SAR Sub-Group. Its revised Terms of Reference are at Appendix R .	Notify States	ESAF Office WACAF Office	State Letter State Letter	completed
Dec. 16/35 A	RENAMING THE APIRG/RVSM/RNAV/RNP/TF	That the existing APIRG RVSM/RNAV/RNP Task Force shall be re- named the APIRG RVSM Task Force with the revised Terms of Reference at Appendix F to this report.	Notify States	ESAF Office WACAF Office	State Letter State Letter	completed

Conclusions/Decisions No. Strategic Objectives*	Title of conclusion/Decision	Text of Conclusion/Decision	Follow-up Action	To be initiated by	Deliverable/Intended Outcome	Target Dates
Concl. 16/36 D	AFI RVSM IMPLEMENTATION – FUNDING	That IATA member airlines continue to finance within the available funds to support specific projects relating to the RVSM implementation effort in order to improve safety and economy of air traffic in the AFI region and keep the task force informed accordingly.	Coordinate with IATA Regional Office for AFI	ESAF Office	State Letter	
Concl. 16/37 A & D	AFI RVSM STRATEGY/ACTION PLAN	That the updated AFI RVSM strategy/action plan at Appendix G be circulated to States for quality assurance.	Notify States	ESAF Office WACAF Office	State Letter State Letter	
Concl. 16/39 A & D	TARGET DATE FOR AFI RVSM IMPLEMENTATION	That the target date for implementation of RVSM in the AFI Region will be 25 September 2008.	Notify States	ESAF Office WACAF Office	State Letter State Letter	completed
Concl. 16/40 A	TRAINING GUIDELINES FOR AIS PERSONNEL	That: a) ICAO expedite the publication of the revised Training Manual (Doc.7192), Part E-3 as recommended by the AIS/MAP Divisional Meeting in 1998 (Doc. 9733), so as to facilitate the introduction of the basic requirements for States to consider the licensing issue of their AIS personnel; and b) ICAO expedite the development of AIS training guidance material relating to the implementation of CNS/ATM system.	Revise the Training Manual Doc. 7192 Part E-3	ICAO Headquarters	Appropriate provisions	

Conclusions/Decisions No. Strategic Objectives*	Title of conclusion/Decision	Text of Conclusion/Decision	Follow-up Action	To be initiated by	Deliverable/Intended Outcome	Target Dates
Concl. 16/41 A	THE FRAMEWORK AND GUIDANCE MATERIAL FOR THE ESTABLISHMENT OF AFI-CAD	That the framework and guidance material at Appendix H be adopted for the AFI Region for the establishment of the centralized AFI Region AIS Database.	Notify States	ESAF Office	State Letter	
Concl. 16/42 D	DEVELOPMENT OF AFI CAD BUSINESS MODEL AND FINANCIAL MODEL	That ICAO provide appropriate experts to assist the AFI CAD Study Group to develop a business model and financial model for the AFI CAD.	Request HQ for Expert	ICAO Headquarters	Provide Expert	
Concl. 16/43 D	SEMINARS/WORKSHOPS ON THE PROVISION OF ELECTRONIC TERRAIN AND OBSTACLE DATA	That ICAO organize seminars/workshops on the provision of Digital Electronic Terrain and Obstacle Data in accordance with the new provisions in Annex 15.	Organize Seminar	WACAF Office	Conduct Seminar	
Concl. 16/44 A	THE EUROCONTROL EAD URS FOR APPLICATION IN AFI REGION	That the APIRG adopt the EUROCONTROL EAD URS as a basis for the AFI CAD URS taking into account the AFI requirements.	Notify States	ESAF Office	State Letter	
Concl. 16/45 A & D	IMPLEMENTATION OF ATC SERVICE	That States which have not yet done so, implement ATC service along all ATS routes contained in Table ATS 1 of the AFI Plan (Doc 7474) as soon as possible, but not later than 3 July 008 in the spirit of AFI/7 Rec. 5/21.	Notify States	ESAF Office WACAF OFFICE	State Letter State Letter	
Concl. 16/46 D	IMPLEMENTATION OF THE NON-IMPLEMENTED ROUTES INCLUDING RNAV ROUTES	That States concerned implement the ATS routes at Appendix I as soon as possible, but not later than AIRAC date of 3 July 2008.	Notify States	ESAF Office	State letter and continuous provision of an appropriate assistance required by State	

Conclusions/Decisions No. Strategic Objectives*	Title of conclusion/Decision	Text of Conclusion/Decision	Follow-up Action	To be initiated by	Deliverable/Intended Outcome	Target Dates
Concl. 16/66 A	REVIEW OF THE LIST OF INTERNATIONAL AIRPORTS IN THE AFI ANP	That States make a review of the list of airports included in the AFI ANP and FASID and propose appropriate amendments, including the removal from the Plan of airports not used or planned to be used for international operations, based on current and projected aviation activities.	State letter to States asking for review and report back.	ROs/AGA Dakar/Nairobi	Updated list of international aerodromes	
CONCLUSION 16/67: A & D	ELIMINATION OF AIR NAVIGATION DEFICIENCIES	That States be reminded to adopt a step-by-step approach when implementing air navigation system elements, by giving priority to solving the deficiencies affecting all elements of the system.	Notify States	WACAF	State Letter	Nov. 09*
Dec. 16/69 D	MEMBERSHIP TO APIRG SUBSIDIARY BODIES	That the Group approve membership of Rwanda to the ATS/AIS/SAR and CNS Sub-Groups and Roberts FIR and Senegal to the AIS/MAP Task Force.	Notify Rwanda	ESAF	State Letters	

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

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B: Security: Enhance Global civil aviation security;

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

D: Efficiency: Enhance the efficiency of aviation operation;

E: Continuity: Maintain the continuity of aviation operations; and

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

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Agenda item 2: Review of Special AFI RAN 08 Recommendations pertaining to ATS, AIS and SAR fields

<p>Conclusion 10/01 (Redundant. covered by APIRG TOR)</p>	<p>Implementation of Performance Objectives</p> <p>That, in view of the timeframes established in the relevant performance framework forms (PFFs) developed by the ICAO Special AFI RAN 08 meeting shown at Appendices B1 to B8 to this report, the Sub-group initiate follow up activities on recommendations calling for APIRG action.</p>
<p>Conclusion 10/02 (Redundant; Waters down RAN Rec.)</p>	<p>Support for the Tactical Action Group (TAG)</p> <p>That, in support of the establishment of a Tactical Action Group as endorsed by the SP AFI RAN 08 in its recommendation 6/7, States, as a matter of priority, make all efforts to assist and comply with requests from the TAG group.</p>
<p>Conclusion 10/03 (Redundant; No need to repeat of SARPs. SG should simply identify areas in which SLOP should be implemented, and not ask APIRG to do it)</p>	<p>Introduction of strategic lateral procedures</p> <p>That,</p> <ul style="list-style-type: none"> • in order to increase air navigation safety, AFI States implement strategic lateral offset procedures in selected areas within the Region in accordance with ICAO provisions in Doc 4444 – PANS/ATM (see Appendix D to this report) as reflected in DOC 7030 • APIRG determines the areas where the strategic lateral offset procedures should be implemented.
<p>Decision 10/01 Reformulated below as SG/11 Draft Decision</p>	<p>Termination of APIRG RVSM Task Force activities</p> <p>That the RVSM Task Force established under APIRG Decision 13/58, be disbanded taking into consideration its achievements, including the successful implementation of RVSM operations in the AFI Region on 25 September 2008.</p>
<p>Decision 11/XX</p>	<p>Dissolution of APIRG RVSM Task Force activities</p> <p>That, taking into consideration the successful implementation of RVSM in the AFI Region on 25 September 2008, and the establishment of the Tactical Action Group by the Special AFI RAN Meeting, 2008</p> <ul style="list-style-type: none"> (a) the AFI RVSM Task Force established under APIRG Decision 13/58 is dissolved; and (b) the ATS/AIS/SAR Sub-Group review and adjust its terms of reference accordingly in order to address issues related to RVSM implementation.

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<p>Conclusion 10/04: (RAN Rec. is adequate. Rest is standard, ongoing task of Secretariat)</p>	<p>RVSM Safety Monitoring/Assessment Data Collection</p> <p>That the ICAO Regional Offices remind AFI States of their commitment to safety as reflected in their approved National Safety Plans (NSP) and the Special AFI RAN 2008 Recommendation 6/8.</p>
<p>Decision 10/02: (Should be included in ARMA operational tasks)</p>	<p>Post Operational Safety Case</p> <p>That the AFI RMA</p> <p>a) Via the ICAO Regional offices:</p> <ol style="list-style-type: none"> 1) Publishes a State Letter to officially initiate the POSC at the appropriate time; 2) Compiles for publication a State Letter to confirm the membership of the POSC Management Team; and <p>b) On Completion of the POSC, present the result to the appropriate APIRG meeting and also circulate it to States via the NPMs for information.</p>
<p>Conclusion 10/05: To be superseded by SG11 Draft Decision 11/xx as below</p>	<p>ARMA Scrutiny Group</p> <p>That:</p> <p>1) The Sub group</p> <ol style="list-style-type: none"> a) Endorses the establishment of the Scrutiny Group as per the Special AFI RAN 2008 Recommendation 6/8 (e); b) Adopts the composition, meeting venues and draft Terms of Reference of the scrutiny group as shown at Appendix E to the report, and <p>2) ARMA Scrutiny Group work closely with the Tactical Action Group (TAG).</p>
<p>Draft Decision 11/xx</p>	<p>ARMA Scrutiny Group</p> <p>That the ARMA Scrutiny Group is established with the terms of reference at Appendix X to the report on agenda item yy (Appendix bb to this working paper)</p> <p>(This Draft Decision supersedes ATS/AIS/SAR SG10 Conclusion 10/05)</p>
<p>Agenda Item 5: Review of Report of the Fifth meeting of the AIS/MAP Task Force</p>	
<p>Conclusion 10/06</p>	<p>Updated list of AIS/MAP FASID Tables AIS-1 to AIS-8</p> <p>That AFI States should provide by 30 November 2009, an updated list of the status of implementation of the ICAO Requirements in the AIS/MAP field on Table AIS-1 to Table AIS-8 in Part VIII of the FASID Table which will subsequently form the amendment proposal to the AFI FASID.</p>
<p>Conclusion 10/07</p>	<p>Implementation of WGS-84 and electronic terrain and obstacle data</p> <p>That:</p> <ol style="list-style-type: none"> a) APIRG adopts SP AFI RAN/8 Rec. 6/11 as contained in the Performance Framework Form in Appendix B2 to this Report as its strategy for implementation. b) The proposed FASID Table at Appendix F be adopted for inclusion as a requirement in the AFI FASID Document 7474 Vol.II.

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	<p>c) APIRG adopts the draft AFI Region e-TOD Implementation strategy as proposed under Appendix G to this report.</p> <p>d) the adopted terms of reference of the AFI Region e-TOD Working Group under Appendix H to this report be proposed for adoption by APIRG.</p>
Conclusion 10/08	<p>Submission of WGS-84 Implementation Survey Questionnaires</p> <p>That States submit their responses to the Regional WGS-84 Implementation survey by 30 November 2009.</p>
<p>Decision 10/03 Redundant: This is to be moved to Study Group TOR</p>	<p>Presentation of the Third AFI-CAD Meeting report</p> <p>That the Secretariat presents to the next APIRG meeting, the Report of the Third and Fourth Meetings of the AFI Region Study Group on the Establishment of a Centralized AFI Region AIS Data base (AFI-CAD/Study Group/3/4).</p>
<p>Conclusion 10/09 Not procedural. When material is ready for APIRG to consider, this will be under action requested from APIRG</p>	<p>Adoption of the AIS to AIM Transition Roadmap</p> <p>That APIRG:</p> <ul style="list-style-type: none"> a) adopts the Roadmap as Guidance material to plan, manage and facilitate the global transition from AIS to AIM. b) by using the Roadmap, assists States in planning the scope and prioritizing projects and actions for the transition to AIM.
Conclusion 10/10	<p>e-TOD implementation awareness campaigns</p> <p>Taking into consideration the adopted dates of applicability of e-TOD provisions introduced by Amendment 33 to Annex 15 and the resources required for the implementation of these new provisions, that States' AIS should take the lead and carry out awareness campaigns at national level to promote a better understanding of the planning and implementation issues related to e-TOD.</p>
Conclusion 10/11	<p>Development and management of a national e-TOD program</p> <p>That States, in accordance with sound management principles and procedures, should:</p> <ul style="list-style-type: none"> a) develop a framework and a detailed planning including priorities and timelines, for the implementation of a national e-TOD programme; b) adopt/follow a collaborative approach, involving all concerned parties, in the implementation of e-TOD provisions; and c) make an inventory of and evaluate the quality of existing terrain and obstacle data sources, and in the case of data collection, consider carefully the required level of detail of collected terrain and obstacle data with particular emphasis on obstacle data and associated cost.
<p>Conclusion 10/12 Sounds incomplete. What action is required?</p>	<p>Coordination and exchange of experience for the implementation of e-TOD requirements</p> <p>That Implementation of e-TOD provisions should be considered a global matter concerning all ICAO Regions, which thereby necessitates coordination and exchange of experience between States, ICAO and other national/international organizations and industry partners involved.</p>

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<p>Conclusion 10/13 Sounds incomplete. What is the action expected?</p>	<p>Responsibility for the provision of e-TOD</p> <p>That States, while maintaining the responsibility for data quality and availability, should consider the extent to which provision of electronic terrain and obstacle data could be delegated to geodetic Institutes/Agencies, based on Service Level Agreements (SLA) reflecting such delegation.</p>
<p>Conclusion 10/14 ICAO has developed SARPs. Shouldn't the RAN mechanisms just do their part based on regional requirements?</p>	<p>ANP requirements related to e-TOD</p> <p>That ICAO should develop an amendment to the basic Air Navigation Plans (ANP) for all ICAO Regions to include new e-TOD requirements and introduce a new table in the Facilities and Services Implementation Documents (FASIDs) in which detailed planning of e-TOD implementation by States together with an indication of the implementation timelines, are reflected.</p>
<p>Decision 10/04:</p>	<p>Establishment of AFI region e-TOD working group</p> <p>That with a view to, inter-alia, analysing the e-TOD requirements, developing a common understanding of these requirements and steering the planning and implementation process within the region, an AFI Region e-TOD Working Group be established as the way forward for the timely implementation of e-TOD through the proposed AFI Region e-TOD Implementation Strategy at Appendix G with the Terms of Reference at Appendix H.</p>
<p>Decision 10/05 : Where are the new TORs? With new name & new TOR, isn't this a new TF? Suggested text below:</p>	<p>Revised TORs and Appellation of the AIS/MAP Task Force</p> <p>That the Terms of Reference and name of the AIS/MAP Task Force be changed to reflect the Transition from AIS to AIM thereby amending the AIS/MAP Task Force to become the AIS-AIM Implementation Task Force.</p>
<p>Draft Decision 11/xx</p>	<p>Dissolution of the AIS/MAP Task Force and establishment of the AIS-AIM Implementation Task Force</p> <p>That, in order to ensure the necessary focus in the support and coordination of the transition from AIS to AIM, the AIS/MAP Task Force is dissolved and the AIS-AIM Implementation Task Force is established with the terms of reference as at Appendix X to the report on agenda item yy (Appendix bb to this working paper)</p> <p>(This Draft Decision supersedes ATS/AIS/SAR SG10 Decision 10/05)</p>

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Agenda Item 6: Review of Report of the second meeting of the PBN Task Force.

<p>Conclusion 10/15: To be superseded by Joint PBN & GNSS TFs Draft Decision 1/1</p>	<p>Members of PBN Task Force</p> <p>That the following States and International Organizations shall nominate experts to serve as members of the PBN Task Force: Algeria, Benin, Burundi, Botswana, Cameroon, Cape Verde, Chad, Democratic Republic of Congo (DRC), Egypt, Ethiopia, Ghana, Kenya, Lesotho, Liberia, Mauritius, Nigeria, Rwanda, Senegal, Seychelles, Sierra Leone, South Africa, Sudan, Tanzania, Tunisia, Uganda, IFALPA, IFATCA, IATA, ASECNA and Roberts FIR.</p>
<p>Conclusion 10/16: To be superseded by draft below</p>	<p>Conduct of Surveys on aircraft equipage</p> <p>That:</p> <p>a) ICAO Regional Offices conduct regular surveys on aircraft equipage within the AFI Region, as part of PBN implementation related activities; and</p> <p>b) ICAO regional surveys on aircraft equipage should be carried out in close coordination with States, IATA and AFRAA.</p>
<p>Draft Conclusion 11/xx</p> <p>This could be revised by the 2nd Joint PBN & GNSS. Verify</p>	<p>Aircraft PBN equipage surveys</p> <p>That, in order to support the implementation of PBN in the AFI Region:</p> <p>c) ICAO ESAF and WACAF Regional Offices in coordination with IATA and AFRAA conduct regular surveys on aircraft equipage within the AFI Region.</p> <p>d) AFI States are urged to support the global and Regional efforts aimed at developing a database with accurate information on aircraft navigation capabilities</p> <p>(This Draft Conclusion supersedes ATS/AIS/SAR SG10 Conclusion 10/16 and Joint PBN & GNSS TFs Draft Concl. 1/4)</p>
<p>Conclusion 10/17: Redundant: This is well covered by several RAN Rec.s (LIM AFI '88, AFI 7)</p>	<p>Civil/Military Coordination</p> <p>That in order to ensure the safe and coordinated implementation of PBN in the AFI Region, States should ensure that the military aviation authorities are fully involved in the planning and implementing process.</p>
<p>Conclusion 10/18: Updated below:</p>	<p>Nomination of National PBN Program Managers (NPPMs)</p> <p>That:</p> <p>States/service providers which have not done so, designate/nominate as soon as possible, but not later than 31 July 2009 a National PBN Program Manager PBN (NPPM), who will be responsible for ensuring that the proper mechanism be put in place for the effective implementation of PBN.</p> <p>Note: The terms of reference of PBN program managers are provided at Appendix I to this report</p>
<p>Draft Conclusion 11/xx</p>	<p>Nomination of National PBN Program Managers (NPPMs)</p> <p>That:</p> <p>States that have not already done so nominate/designate NPPMs as soon as possible and provide ICAO with contact details of the NPPMs; and</p> <p>States update the NPPMs contact information provided to ICAO whenever changes have been made.</p> <p>Note: The terms of reference of PBN program managers are provided at Appendix I to this report</p> <p>(This Draft Conclusion supersedes ATS/AIS/SAR SG10 Conclusion 10/18 and is to supersede APIRG Concl. 16/4)</p>

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<p>Conclusion 10/19: Redundant: a) is an unnecessary statement b) is regular function of secretariat which is already obvious.</p>	<p>Implementation of PBN in the AFI Region That:</p> <p>a) States in the AFI Region ensure that all requirements be met with a view to safely implementing PBN; and b) Implementation of PBN in the AFI Region be harmonized and coordinated with other adjacent Regions.</p>
<p>Conclusion 10/20: Has impractical clauses. Reformulated below</p>	<p>Training of all personnel involved with the implementation of PBN in the AFI Region</p> <p>That:</p> <p>a) APIRG PBN Task Force identify training needs in order to assist States with RNAV/RNP implementation in the en-route, terminal, and approach flight phases, taking into account the performance based navigation (PBN) concept. b) Seminars/Workshops be organized in the Region for training of relevant personnel directly involved in the implementation of PBN namely pilots, controllers, procedures designers, dispatchers, OPS/Air, operators etc; e) ICAO develop training modules on PBN by 31 December 2009 that may be used by States for training; and d) States having difficulties in implementing PBN implementation program, may either individually or in group explore the possibility of seeking outside expertise.</p>
<p>Draft Conclusion 11/xx</p>	<p>Training in support of PBN implementation</p> <p>That, in order to support the implementation of PBN in the AFI Region:</p> <p>a) PBN Task Force identify priority training needs for implementation for PBN, involving;</p> <p>b) AFI Regional Offices organize Seminars/Workshops for training of relevant personnel directly involved in the implementation of PBN</p> <p>(This Draft Conclusion supersedes ATS/AIS/SAR SG10 Conclusion 10/20)</p>
<p>Conclusion 10/21: Reformulated below:</p>	<p>PBN Legislation</p> <p>That the States that have not done so, include in their legislation and regulations the provisions relating to PBN.</p>
<p>Conclusion 10/21:</p>	<p>PBN Legislation</p> <p>That AFI States that have not done so, include in their legislation and regulations the provisions relating to implementation of PBN.</p>
<p>Conclusion 10/22: Reformulated</p>	<p>Participation of representatives of States involved in PBN approval process</p> <p>That representatives of States involved in the PBN approval process of aircraft operators, be invited to attend the future meetings of the PBN Task Force</p>
<p>Conclusion 10/22: To be included in the TF TOR</p>	<p>Participation of representatives of States involved in PBN approval process</p> <p>That, in order to support the PBN planning and implementation processes, AFI States are urged to include in their delegations to meetings of the PBN Task Force, experts and officials involved in the PBN approval process of aircraft operators,</p>

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Conclusion 10/23:	Funding of the PBN Implementation Program
	That regulatory bodies, operators, service providers and other stakeholders be granted budgetary allocations for acquisitions and other activities necessary for ensuring that all the requirements be met in a timely manner in order to safely implement PBN in the AFI Region.
Conclusion 10/24: Superseded by Joint PBN & GNSS TFs Draft Conclusions 1/5 and 1/6	AFI Regional PBN Implementation Plan and National PBN Plan Template That: a) The Regional PBN Implementation Plan at Appendix J is applicable in the AFI Region. b) States use the National PBN Plan Template at Appendix K in developing their National PBN Plans; and e) States complete their National PBN Plans as soon as possible, but not later than 31 December 2009.
Conclusion 10/25: Superseded by Joint PBN & GNSS TFs Draft Conclusions 1/5	Amendment to the AFI CNS/ATM Plan (Doc.003) That ICAO Regional Offices carry out necessary actions in coordination with States to amend the relevant parts of the AFI/CNS/ATM Plan (Doc.003) to incorporate PBN issues.
Decision 10/06 Superseded by Joint PBN & GNSS TFs Draft Conclusions 1/5 and 1/6	Proposals of amendment to the AFI/CNS/ATM Plan (Doc.003) That the PBN Task Force develop amendment proposals to assist APIRG in the incorporation of PBN elements in the AFI/CNS/ATM Plan (Doc.003)
Conclusion 10/26 Superseded by Joint PBN & GNSS TFs Draft Conclusions 1/1	Renaming of the APIRG PBN Task Force Taking into account the assigned objectives of both the PBN and GNSS Task Forces, the ATS/AIS/SAR proposes that APIRG endorses the merger of the two task forces into the AFI PBN/GNSS task force in order to prevent duplication of work, as per combined Terms of Reference at Appendix L
Decision 10/07 Superseded by Joint PBN & GNSS TFs Draft Decision 1/10	AFI Regional PBN Performance Objectives and Action Plans That, in accordance with Special AFI RAN 08 Recommendation 6/9, the APIRG PBN Task Force finalizes the development of the AFI PBN performance objectives and Action Plans based on the performance framework forms (PFFs), and report to APIRG.

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<p>Conclusion 10/27 Redundant in view of the A36-23 and Regional PBN, etc.</p>	<p>Need for early implementation of PBN</p> <p>That AFI States and other stakeholders anticipate PBN implementation activities, in accordance with APIRG Conclusion 16/3—Development of States PBN implementation Plans, using available guidance material, including the navigation specifications shown in Appendix M. In so doing, partnership with relevant Organizations should be considered as required</p>
<p>Conclusion 10/28 Overtaken by events in view of report of Joint PBN & GNSS TFs</p>	<p>Implementation of AFI Flight Procedures Office (FPO)</p> <p>That ICAO expedites:</p> <ol style="list-style-type: none"> a) the establishment of an AFI Flight Procedures Office; and b) its work on additional guidance material on PBN in a timeframe compatible with the milestones established under Assembly Resolution A36-23, and ensure that is made available in other ICAO working languages
<p>Conclusion 10/29</p>	<p>IATA Guidelines for Operational Approvals</p> <p>That IATA facilitates stakeholders' access to its Guidelines developed to assist operators in obtaining Airworthiness and Operational Approvals for PBN, for guidance and reference as required.</p>
<p>Agenda Item 7: Review of the implementation of Area Control Service</p>	
<p>Conclusion 10/30 Done, completed</p>	<p>Dissemination of AIAG reports</p> <p>That the ICAO Regional Offices ensure that the final reports of the ATS Incidents Analysis Group (AIAG) are made available to all States and Air Navigation Service Providers for remedial action.</p>
<p>Conclusion 10/31 Superseded by the Draft Decisions of the SG11 below</p>	<p>Commitment for ICAO New Flight Plan</p> <p>That, taking cognizance of ICAO Special AFI RAN 08 Recommendation 6/5:</p> <ol style="list-style-type: none"> 1. Effective 15 November 2012, all AFI States: <ol style="list-style-type: none"> a. Accept and disseminate 'NEW' FPLs only; and b. Implement the new FPL system in order to ensure a seamless and timely transition with no loss of service. If this cannot be agreed then it is preferable to set a minimum transition period; and 2. In the unlikely event that an ANSP does not implement, the concerned State shall notify the fact in part 1 of its AIP as a 'significant difference' to the PANS-ATM as described under Annex 15, 4.1.2 c, prior to November 15, 2012. 3. ICAO Regional Offices monitor the implementation of the ICAO New Flight Plan in the AFI Region

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<p>Draft Decision</p>	<p>Establishment of the AFI Flight Plan Transition Task Force (AFT TF)</p> <p>That, in order to support and coordinate the processes related the new flight plan content required by Amendment 1 to the 15th edition of Doc. 4444, the AFI Flight Plan Transition Task Force (AFT TF) is established with the terms of reference at Appendix X to the report on agenda item yy (Appendix bb to this working paper).</p> <p>(This Draft Conclusion supersedes ATS/AIS/SAR SG10 Conclusion 10/31)</p>
<p>Conclusion 10/32 Redundant: APIRG Concl. 15/28 is adequate. State Letter to remind States of Concl. 15/28</p>	<p>Implementation of fuel efficiency measures</p> <p>That AFI States and Air Navigation Service Providers be reminded to implement APIRG Conclusion 15/28, requesting them to:</p> <ol style="list-style-type: none"> a) Identify, with IATA and local airlines, actions related to ATM that would reduce fuel burn; b) Establish and promulgate a program to implement fuel efficiency measures; and c) Nominate a “fuel champion” who would liaise with IATA, airlines, ANS providers and other stakeholders to ensure that all possible fuel conservation strategies are evaluated and implemented.
<p>Agenda Item 8: Review of the ATS routes network including update of the AFI ANP Table ATSI DOC 7474/27.</p>	
<p>Conclusion 10/33 There are now several top priority routes incl. IATA DG letter to Pres of Council date 17 Aug 09. New Concl. with new priority list required</p>	<p>ATS Routes</p> <p>That States concerned implement the ATS routes at Appendix N as soon as possible, but not later than AIRAC date of <u>19 November 2009</u>.</p>
<p>Draft Conclusion 11/xx</p>	<p>Priority ATS routes for implementation</p> <p>That, in order to contribute to measures taken to alleviate the air transport cost pressure, AFI States are urged to prioritize implementation of the ATS routes at Appendix X to the report on agenda item yy (Appendix bb to this working paper)</p> <p>(This Draft Conclusion supersedes ATS/AIS/SAR SG10 Conclusion 10/33)</p>
<p>Conclusion 10/34 This is well contained in the ICAO performance based air navigation approach. Also contained in the TOR of routes WG</p>	<p>Procedure to implement air routes requirements</p> <p>That:</p> <p>The requirements reflected by the network users, represented by IATA, should serve as a basis in order to facilitate the work on the development of a comprehensive ATS route network.</p>

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<p>Conclusion 10/35</p>	<p>Direct transitions to/from AORRA (Phase II) airspace</p> <p>That the ICAO Regional Offices facilitate coordination, publication and implementation by Angola, Ghana, Sao Tome and Principe, ASECNA and Roberts FIR the direct transitions to/from AORRA airspace proposed in Appendix O, subject to further amendments as necessary.</p>
<p>Conclusion 10/36</p>	<p>Lowering of RNAV / RNP routes UM214 and UM215</p> <p>That the ICAO Regional Offices carry out further consultations with the States concerned about the lowering of RNAV / RNP routes UM214 and UM215 from FL330 down to FL320, taking into account operational considerations.</p>
<p>Agenda Item 9: Review of the implementation of ICAO requirements in the AIS/MAP field (see Conclusion 10/08)</p>	
<p>Agenda Item 10: Review of the implementation of ICAO requirements in the Search and Rescue (SAR) field</p>	
<p>Conclusion 10/37 Difficult Concl. a) which recommendations? b) & c) words like “agree” and “should enter into agreement...” too strong. d) the SG should formulate for adoption by APIRG Concl. Reformulated under Agenda item 9.</p>	<p>Search and Rescue (SAR) services</p> <p>That:</p> <ul style="list-style-type: none"> a) States implement the relevant recommendations relating to: <ul style="list-style-type: none"> i. SAR legislation ii. SAR cooperation agreements iii. the improvement of the SAR in general b) States agree to the establishment of sub-regional task forces to develop and implement SAR cooperative arrangements based on the performance objectives and work plan recommended by the SP AFI RAN 2008 Meeting; e) States which do not have SAR facilities should enter into agreements with States with adequate facilities (outside the sub-region) to assist in SAR operations; d) APIRG establishes a SAR Task Force to conduct SAR services implementation in the AFI region
<p>Draft Conclusion 11/xx</p>	<p>Search and Rescue (SAR) services</p> <p>That, with the objective to foster the implementation and of SAR services, and improvement of SAR systems in the Region, AFI States are:</p> <ul style="list-style-type: none"> a) urged to establish joint aviation/maritime rescue coordination centres (RCCs) in order to optimize usage of resources and coordination; b) encouraged to establish sub-regional task forces to progress the development SAR cooperative arrangements and integration of SAR services; and c) urged consider entering into agreements with States that have adequate facilities (within or outside the sub-region) to assist in SAR operations. <p>(This Draft Conclusion supersedes ATS/AIS/SAR SG10 Conclusion 10/37)</p>
<p>DRAFT DECISION</p>	<p>Establishment of Search and Rescue Task Force (SAR TF) In accordance with SP RAN Rec. 6/22</p>

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Agenda Item 11: Consideration of specific air navigation planning and implementation problems and the review of deficiencies in the ATS/AIS/SAR fields

<p>Conclusion 10/38 Repeating Rec. 6/25 waters it down. Reformulated below.</p>	<p>Elimination of ATS, AIS, SAR deficiencies</p> <p>That:</p> <ol style="list-style-type: none"> 1) States be requested to provide ICAO Regional Offices with updated information on the implementation status of Air Navigation Plan (ANP) requirements for the updating of the AFI List of Deficiencies in the ATS, SAR and AIS/MAP fields at Appendices P1 to P3. 2) Based on recommendation 6/25 of the SP AFI RAN 08, States establish action plans to eliminate deficiencies in the ATS, SAR and AIS/MAP fields.
<p>Draft Conclusion 11/xx</p>	<p>Elimination of Air Navigation deficiencies in the ATM, AIS/MAP, and SAR fields</p> <p>That:</p> <ol style="list-style-type: none"> a) AFI States are urged to provide ICAO Regional Offices with updated information on the implementation status of Air Navigation Plan (ANP) requirements for the updating of the AFI List of Deficiencies in the ATS, SAR and AIS/MAP fields at Appendices X1 X2 and X3 b) APIRG Subdiary bodies and Secretariat establish a comprehensive list of air navigation deficiencies consistent with the ICAO definition of deficiency <p>(This Draft Conclusion supersedes ATS/AIS/SAR SG10 Conclusions 10/38 and 10/39)</p>
<p>Conclusion 10/39 a) combined with 10/38 in the above Draft Concl. b) not clear</p>	<p>Need for a comprehensive list of deficiencies and coordination of initiatives</p> <p>That:</p> <ol style="list-style-type: none"> a) APIRG establishes a comprehensive list of deficiencies consistent with ICAO definition; and b) ICAO establishes mechanisms to ensure that AFI initiatives aimed at ensuring that air navigation safety and efficiency issues are properly coordinated to avoid duplication of efforts and develop effective synergy, thus enabling the timely resolution of identified deficiencies in the Region.
<p>Decision 10/08 a) since the ICGs were not abolished, no need for new Decision. (Were they?) Requirement in body of report sufficient b) will not work due to diversity of TOR</p>	<p>Re-activation of CNS/ATM Implementation Coordination Groups (ICGs)</p> <p>That:</p> <ol style="list-style-type: none"> a) The Secretariat re-activates the implementation coordination groups (ICGs) established for each routing area, in accordance with APIRG Decision 16/29; and b) Coordination be established between TAG and ICGs activities, through the ICAO Regional Offices and participation of ICG Coordinators in TAG meetings/teleconferences, as necessary.
<p>Conclusion 10/40</p>	<p>Improvement of air-ground communications</p> <p>That, based on the outcome of the Regional Survey conducted by IATA, with the participation of airline pilots and air traffic units, States concerned improve air-ground communications in the following flight information regions : Harare FIR (South West), Kano FIR, Khartoum FIR, Kinshasa FIR, Luanda FIR, Mogadishu FIR, Seychelles FIR, and Tripoli FIR.</p>

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(This Draft Conclusion to be brought to attention of the CNS SG with the survey results)

**Conclusion 10/41
This should be
brought to attention
of CNS SG**

~~Ground—ground infrastructure performance~~

~~That a performance based approach be adopted in implementing ICAO Special AFI RAN (2008) Conclusion 6/19 on Planning, Implementation and Operation of ground-ground communications infrastructure supported by VSAT networks to:~~

- ~~a) Ensure that agreed operational requirements and end-to-end performance objectives are met, and~~
- ~~b) Achieve system sustainability.~~

DRAFT FOLLOW-UP ACTION PLAN

Joint Meeting of the APIRG Performance Based Navigation and Global Navigation Satellite System Implementation Task Forces

CONCL DEC NO. --- STRATEGIC OBJECTIVE A & D	TITLE OF CONCLUSION/DECISION	TEXT OF CONCLUSION/DECISION	FOLLOW-UP ACTION	TO BE INITIATED BY	DELIVERABLE	TARGET DATE
DRAFT DECISION 1/1: Reformulated under Agenda Item 7	DISSOLUTION OF THE GNSS IMPLEMENTATION AND PBN TASK FORCES AND ESTABLISHMENT OF THE PBN/GNSS TASK FORCE.	That the GNSS Implementation and PBN Task Forces are dissolved and the PBN/GNSS Task Force is established with the terms of reference in Appendix 3A to the report on agenda item 3.	Present proposal to APIRG.	ATS/AIS/SAR/SG	Establishment of PBN/GNSS TF	APIRG/17
DRAFT DECISION 1/2: Updated below in light of updates in TOR	PBN ROUTE NETWORK DEVELOPMENT WORKING GROUP (PRND WG)	That, the AFI PBN Route Network Development Working Group (PRND WG) is established with the terms of reference, compositing and working arrangements as at Appendix 4B to the report on agenda item 4.	WG meetings.	PRND WG.	Routes development	Ongoing
DRAFT DECISION 2/x:	PBN ROUTE NETWORK DEVELOPMENT WORKING GROUP (PRND WG)	That, the AFI PBN Route Network Development Working Group (PRND WG) is established with the terms of reference, compositing and working arrangements as at Appendix XX to the report on agenda item 2. (This is Draft Decision supersedes Draft Decision 1/2 of the First Joint PBN and GNSS TFs Meeting)				

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CONCL DEC No. --- STRATEGIC OBJECTIVE A & D	TITLE OF CONCLUSION/DECISION	TEXT OF CONCLUSION/DECISION	FOLLOW-UP ACTION	TO BE INITIATED BY	DELIVERABLE	TARGET DATE
DRAFT DECISION 1/3:	REQUIREMENT FOR PBN IMPLEMENTATION SYSTEM SAFETY MONITORING AT REGIONAL LEVEL	That, APIRG assess the requirement for PBN implementation system safety monitoring at Regional level, as well as the nature of an appropriate body/entity to undertake such task, should the need be identified. Note: The Task Force was not in a position to address the matter.	Assess monitoring need and monitoring body.	APIRG	- Identification of need for PBN implementation system monitoring. - Identification of monitoring body	APIRG/17
DRAFT CONCLUSION 1/4 : Updated and reformulated below as Draft Concl. of Joint PBN & GNNS/ITFs/2	AIRSPACE PLANNING/EQUIPMENT SURVEY	That: a) AFI States and Air Navigation Service Providers (ANSPs) are urged to support the ICAO/IATA Global Survey on aircraft equipment aimed at developing a database with accurate information on present and future avionics capabilities of airline fleets and ensure that initiatives for air navigation system enhancements are matched with fleets capabilities and readiness. Note: To this effect, ANSPs are advised to make use of flight plan data (Field 10) on aircraft equipment	Implement Conclusion	States, ANSPs	- Surveys complete	Dec. 09

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CONCL DEC No. --- STRATEGIC OBJECTIVE A & D	TITLE OF CONCLUSION/DECISION	TEXT OF CONCLUSION/DECISION	FOLLOW-UP ACTION	TO BE INITIATED BY	DELIVERABLE	TARGET DATE
		<p>b) The survey results should be presented to the next meetings of the Task Force and APIRG.</p>			- Surveys updated.	Ongoing
Draft Conclusion 2/X	Aircraft PBN Equipage Surveys	<p>That, in order to support the implementation of PBN in the AFI Region:</p> <p>a) ICAO ESAF and WACAF Regional Offices in coordination with IATA and AFRAA conduct regular surveys on aircraft equipage within the AFI Region.</p> <p>b) AFI States are urged to support the global and Regional efforts aimed at developing a database with accurate information on aircraft navigation capabilities</p> <p>(This Draft Conclusion supersedes ATS/AIS/SAR SG10 Conclusion 10/16 and Joint PBN & GNSS TFs Draft Concl. 1/4)</p>				

APPENDIX D

CONCL DEC No. --- STRATEGIC OBJECTIVE A & D	TITLE OF CONCLUSION/DECISION	TEXT OF CONCLUSION/DECISION	FOLLOW-UP ACTION	TO BE INITIATED BY	DELIVERABLE	TARGET DATE
DRAFT CONCLUSION 1/5 : Reformulated under Agenda Item 3, taking into consideration the changes in the PBN Regional Plan.	AFI PBN IMPLEMENTATION REGIONAL PLAN	<p>That,</p> <p>a) The AFI Regional PBN Implementation Plan is updated as at Appendix 4A to the report on agenda item 4, to more accurately reflect PBN implementation goals in Assembly Resolution A36-23 and guidance in the PBN Manual (9613); and</p> <p>b) the Regional PBN Implementation plan be included in the AFI Doc 003.</p>	<p>Update PBN Regional Plan</p> <p>Implement conclusion.</p>	<p>ROs</p> <p>ROs</p>	<p>Updated plan.</p> <p>Updated Doc.003</p>	<p>Nov. 09</p> <p>Dec. 09</p>
DRAFT CONCLUSION 1/6 :	PBN IMPLEMENTATION NATIONAL PLAN	<p>That States:</p> <p>a) use the national PBN implementation plan template at Appendix 4A to the report on agenda item 5, and consider the action planning provided by the Joint PBN/GNSS/I Task Forces meeting to support planning;</p>	<p>Implement Conclusion.</p>	<p>States</p>	<p>National PBN Implementation plans.</p>	<p>Dec. 09</p>

APPENDIX D

CONCL DEC No. --- STRATEGIC OBJECTIVE A & D	TITLE OF CONCLUSION/DECISION	TEXT OF CONCLUSION/DECISION	FOLLOW-UP ACTION	TO BE INITIATED BY	DELIVERABLE	TARGET DATE
		b) provide feedback to the ESAF and WACAF Regional Offices by 30 October regarding progress in the development of their national plans, indicating any challenges, if any, that are delaying the development of the plan, as well as measures taken or to be taken to overcome such challenges; and c) complete their National PBN Plans as soon as possible, but not later than 31 December 2009,	State letter.	ROs		
CONCLUSION 1/7:	PBN IMPLEMENTATION TOOLS	That States, a) are encouraged to use project management plans and implementation action plans such as provided in Appendices 5 to the report on agenda item 5, to support PBN implementation activities; and b) carry out a gap analysis using the project plan template attached to the report, or similar approach, in order to more accurately develop their PBN implementation plans.	State letters/ Report. Implement Conclusion.	ROs States.	Awareness on planning tools. National plans accuracy & effectiveness.	Nov. 09 On-going.

APPENDIX D

CONCL DEC No. --- STRATEGIC OBJECTIVE A & D	TITLE OF CONCLUSION/DECISION	TEXT OF CONCLUSION/DECISION	FOLLOW-UP ACTION	TO BE INITIATED BY	DELIVERABLE	TARGET DATE
DRAFT DECISION 1/8:	ESTABLISHMENT OF THE PBN IMPLEMENTATION PLANNING ADVISORY GROUP (PAG)	That, the PBN implementation Planning Advisory Group (PAG) is established with the terms of reference as at Appendix 5C to the report on Agenda Item 5.	Judication of need for assistance.	PAG, States	Assistance to States on PBN plans.	In accordance with TOR.
CONCLUSION 1/9:	IMPLEMENTATION OF REDUCED LATERAL EN-ROUTE SEPARATION	That, recognizing that States should adequately comply with safety management provisions, the Regional Offices advise AFI States that further Regional implementation of reduced separation minima should only proceed in circumstances where implementing States can demonstrate an ability to comply with Annex 11, Chapter 2, safety management provisions for the continuous monitoring and regular assessment of the safety level achieved.	State letter Implement Conclusion.	ROs States	Awareness Compliance with Annex 11.	Dec. 09 Ongoing
DECISION 1/10:	ASSIGNMENT OF TASKS	That, in order to facilitate PBN implementation in the AFI Region: a) the Joint PBN and GNSS Implementation Task Forces (proposed PBN/GNSS/I/TF) are to deliver on the tasks in Appendix 6B to the Report of Agenda Item 6; and	State letter.	ROs	In accordance with the task list.	Ongoing

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		<p>b) the Working Groups of the Task Force are to utilize, to the extent practical, electronic means of communication and exchange of working material (documents), and use available ICAO website as necessary.</p> <p>(This Draft Decision supersedes the PBN TF/2 Decisions 2/2, 2/3, 2/4; ATS/AIS/SAR/SG/10 Decision 10/07)</p>				
<p>DRAFT CONCLUSION 1/11: This is redundant & has the effect of watering down the RAN Rec. it seeks to implement.</p>	<p>PERFORMANCE BASED APPROACH AND MEASUREMENT</p>	<p>That, in accordance with Special AFI RAN (2008) Recommendation 3/3, the following PBN performance indicators are to form part of the regional performance framework forms (PFFs):</p> <p>i) Efficiency: Number of PBN routes/Number of APV approaches to runway ends, reduction in track miles.</p> <p>ii) Environment: CO2 burn, Noise reduction.</p> <p>ii) Safety: reduction of CFIT (Ref. SP AFI RAN).</p>	<p>State letter</p> <p>Implement Conclusion.</p>	<p>ROs</p> <p>PBN TF, States</p>	<p>Implementation of metrics in PFFs.</p>	<p>Dec. 09</p>

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DRAFT CONCLUSION 1/12 : To be Reformulated under Agenda Item 6, taking into consideration outcome of the meeting's discussions.	GNSS STRATEGY	That, a) the GNSS implementation strategy is aligned with the Regional PBN implementation plan to provide supplementary PBN implementation support, as at Appendix 8A to the report on agenda item 8, except for precision approach operations, which are currently not part of PBN; and	Implement Conclusion.	PBN & GNSS Task Forces.	Co-ordinated Implementation in accordance with ICAO provisions.	Ongoing
		b) the GNSS implementation strategy be integrated into the AFI Doc 003.	Updated Doc.003	ROs.	Updated Doc.003	APIRG/17

*Note: ICAO has established the following Strategic objectives for the period 10005-10010

A: Safety: Enhance global civil aviation safety;

B: Security: Enhance Global civil aviation security;

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

D: Efficiency: Enhance the efficiency of aviation operation;

E: Continuity: Maintain the continuity of aviation operations; and

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