

APIRG17 CONCLUSIONS & DECISIONS RELATED TO PBN

Cons/Decs No. Strategic Objectives*	Title of Cons/Decs	Text of Cons/Decs	Follow-up Action	To be initiated by	Deliverable/ Intended Outcome	Target Dates	Status of Implementation
Conclusion 17/41 Conclusion 17/40, 17/41, to be consolidated and merged	ATM PERFORMANCE FRAMEWORK	<p>That, the AFI performance framework forms formulated by the Special AFI/08 RAN Meeting regarding performance objectives in the fields of ATM and SAR are updated as at Appendix 3.4A to this report.</p> <p><i>Appendix 3.4A (1) Implementation of the new ICAO Flight Plan Provisions;</i> <i>Appendix 3.4A (2) Optimization of the ATS route Structure in en-route airspace;</i> <i>Appendix 3.4A (3) Optimization of the ATS route Structure in terminal airspace;</i> <i>Appendix 3.4A (4) Optimization of vertically guided RNP approaches;</i> <i>Appendix 3.4A (5) Search and Rescue.</i></p>	<p>Update ATM/SAR performance objectives and PFFs.</p> <p>Align National PFF</p>	<p>ICAO ROs</p> <p>States</p>	<p>Updated ATM/SAR performance objectives and PFFs.</p> <p>Harmonized planning</p>	<p>31 Mar 2011</p> <p>31 Mar 2011</p>	Updated by PBN/GNSS TF/1

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Cons/Decs No. Strategic Objectives*	Title of Cons/Decs	Text of Cons/Decs	Follow-up Action	To be initiated by	Deliverable/ Intended Outcome	Target Dates	Status of Implementation
CONCLUSION 17/42	RESOLUTION OF MISSING FLIGHT PLANS PROBLEM	<p>That, in order to effectively address the problem of missing flight plans between AFI ACCS, AFI states:</p> <p>(a) Take immediate measures to ensure that standard requirements for flight plan processing are adhered to;</p> <p>(b) Ensure that all FIRs collect/record information on missing flight plans and exchange such information/data with other FIRs;</p> <p>(c) Ensure that ACCs/FICs respond to queries from other ACCs/FICs regarding missing flight plans on a timely basis, providing details that might assist not just the affected firs but others in resolving the causes for missing flight plans; and</p> <p>(d) Bring the trend information/data on missing flight plans to the attention of the TAG for further action.</p>	ACCs coordinate data on missing FPLs	States & ANSPs	All FPL accounted for		<p>Implementation on a continuous basis.</p> <p>Follow up at APIRG 17</p>

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CONCLUSION 17/43	IMPLEMENTATION OF STRATEGIC LATERAL OFFSETS (SLOP) IN THE AFI REGION	<p>That, AFI States implement SLOP within their areas of responsibility, by AIRAC effective date 30th November 2010, in line with provisions in PANS-ATM Doc 4444 Chapter 16 and the following guidance:</p> <p>a) SLOP will be applied in those oceanic FIRs where fixed routes are established;</p> <p>b) SLOP will be applied in all areas of the continental AFI Region except in those areas where ATC separation is provided by surveillance, unless approved by the State; and</p> <p>c) SLOP will be applied in oceanic random routing areas (AORRA and IORRA) with effect from the target date of AIRAC date of 2 June 2011.</p>	<p>Issue State Letter</p> <p>Coordinate Implementation</p>	<p>ESAF & WACAF Offices</p> <p>States</p>	<p>SLOPs in AFI Region</p>	<p>30 Nov 2010</p>	<p>Follow up at APIRG 17</p>

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DECISION 17/44	DISSOLUTION OF APIRG RVSM TASK FORCE AND RE-ASSIGNMENT OF ACTIVITIES	<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 (TAG) by the Special AFI RAN Meeting, 2008:</p> <p>a) The AFI RVSM Task Force established under APIRG Decision 13/58 is dissolved and;</p> <p>b) The ATS/AIS/SAR Sub-group review and adjust its terms of reference accordingly in order to address issues related to RVSM implementation.</p>	Review ATS/AIS/ SAR SG TOR	ATS/AIS/ SAR SG/11	Dissolution of RVSM TF		A Action taken by ATS /AIS / SAR SG/10
DECISION 17/45	ARMA SCRUTINY GROUP	That, the ARMA Scrutiny Group is established with the Terms of Reference at Appendix 3.4C to this report.	Establish Scrutiny Group	ATS/AIS/ SAR SG/11	ARMA Scrutiny Group		Established by ARMA

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Conclusion 17/47 Proposed to be updated by PBN/GNSS TF/1 Draft Conclusion 1/01	NATIONAL PBN IMPLEMENTATION PLAN	<p>That States:</p> <p>(a) Use the Regional PBN implementation plan template at Appendix 3.4E to this report , for the development of a national PBN implementation plan and consider the action planning provided by the Joint PBN/GNSS/I Task Forces Meeting to support planning;</p> <p>(b) Provide feedback to the ESAF and WACAF Regional Offices by 30 October 2010 regarding progress in the development of their national plans, indicating any challenges, if any, that are delaying the development of the plan, as well as measures taken or to be taken to overcome such challenges; and</p> <p>(c) Complete their National PBN plans as soon as possible.</p>	<p>Develop National PBN implementation Plan</p> <p>Provide feedback on progress of national plans</p>	<p>States</p> <p>States</p>	<p>National PBN implementation Plan</p> <p>Updated progress on national plan implementation</p>	<p>ASAP, latest 30 June 2011</p> <p>30 Oct 2010</p>	
Conclusion 17/48 Proposed to be updated and merged by PBN/GNSS TF/1	PBN IMPLEMENTATION TOOLS	<p>That States:</p> <p>(a) Use project management plans and implementation action plans provided by the PBN Task Force, as well as project management softwares (such as Microsoft project or freely available</p>	<p>Issue State Letter</p>	<p>ESAF & WACAG Offices</p> <p>States</p>	<p>Standard use of PBN implementation tools</p>	<p>APIRG17</p>	<p>Follow up at APIRG 17</p>

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Draft Conclusion 1/01		applications), to support PBN implementation activities; and (b) Carry out a gap analysis using the project plan template attached to the report, or similar approach, in order to more accurately develop their PBN implementation plans.	Initiate gap analysis		Updated gap analysis		
Decision 17/49	DISSOLUTION OF THE GNSS IMPLEMENTATION AND PBN TASK FORCES AND ESTABLISHMENT OF THE PBN/GNSS TASK FORCE	That, the GNSS implementation and PBN Task Forces are dissolved and the PBN/GNSS Task Force is established with the terms of reference in Appendix 3.4F to this report.	Convene PBN/GNSS TF meetings	PBN/GNSS TF	As per TOR	Continuous	Continuous process
Decision 17/50	PBN ROUTE NETWORK DEVELOPMENT WORKING GROUP (PRND WG)	That, the AFI PBN Route Network Development Working Group (PRND WG) is established with the terms of reference, composition and working arrangements as at Appendix 3.4G to this report.	Convene PRND WG meetings	PRND EG TF	As per TOR	Continuous	Continuous process
Conclusion 17/51 Proposed to be updated and	LOWERING OF RNAV/RNP ROUTES UM214	That, the ICAO Regional Offices carry out further consultations with the States concerned about the lowering of RNAV / RNP routes UM214 and UM215 from	Improve air ground comms facilities	ESAF & WACAF Offices	Improved / reliable comms facilities	2010 -2012	Follow up at APIRG 17

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superseded by PBN/GNSS TF/1 Draft Conclusion 1/02	AND UM215	FL330 down to FL320, taking into account operational considerations.		States			
Conclusion 17/52	DISSEMINATION OF A LETTER INVITING PROPOSALS FOR ESTABLISHMENT OF THE AFI FLIGHT PROCEDURES PROGRAMME (FPP)	That, pursuant to special AFI/08 RAN meeting Recommendation 6/10, ICAO disseminate, as a matter of urgency, the letter inviting interested States and international organizations to submit proposals for establishment and hosting of the AFI FPP.	Establish pre-requisites State Letter	ICAO ROs	Establishment of AFI FPP	30 Nov 2010	Completed State Letter issued, responses received from 9 States and ASECNA (17 States) Concept review from APAC to be finalized Dec. 2011
Conclusion 17/53 Proposed to be updated and superseded by PBN/GNSS TF/1 Draft Conclusion 1/05	TRAINING IN SUPPORT OF PBN IMPLEMENTATION	That, in order to support the implementation of PBN in the AFI Region: a) PBN Task Force identify priority training needs for implementation for PBN; c) AFI Regional Offices organize seminars/workshops for training of relevant personnel directly involved in the implementation of PBN.		PBN TF	Identify training needs PBN W/Shops & seminars	2009 -2016	Training to be provided on a continuous basis Implementation on a continuous basis
Conclusion 17/54	PBN ENABLING LEGISLATION	That, AFI States that have not already done so, include in their legislation and/or regulations provisions to enable the implementation of PBN.	Develop PBN Legislation	States	Legislation for PBN implementation	31 Jul 2011	

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Conclusion 17/55 Propose to be deleted, requirements to be moved to TOR of PBN/GNSS TF	PARTICIPATION OF REPRESENTATIVES OF STATES INVOLVED IN PBN APPROVAL PROCESS	That, in order to support the PBN planning and implementation processes, AFI States are urged to include in their delegations to meetings of the PBN Task Force, experts and officials involved in the PBN approval process of aircraft operators.	Issue State Letter	ESAF & WACAF Offices States	hared PBN Expertise	2010-2016	Implementation on a continuous basis
Conclusion 17/56	FUNDING OF THE PBN IMPLEMENTATION PROGRAMME	That, regulatory bodies, operators, service providers and other stakeholders be granted budgetary allocations for acquisitions and other activities necessary for ensuring that all the requirements be met in a timely manner in order to safely implement PBN in the AFI Region.	Make budgetary allocation for safe implementation of PBN	States, Regulatory bodies, Operators, Stakeholders	Sufficient funds	2010-2016	
Conclusion 17/57 Proposed to be deleted	IATA GUIDELINES FOR OPERATIONAL APPROVALS	That, IATA facilitates stakeholders' access to its guidelines developed to assist operators in obtaining airworthiness and operational approvals for PBN, for guidance and reference as required.	Facilitate access to guidelines	IATA	Access to guidelines	2010-2012	IMPLEMENTED/NO LONGER VALID. OBSOLETE
Conclusion 17/58	NATIONAL PBN	That, in order to facilitate the implementation of PBN and Regional					States have nominated.

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	PROGRAMME MANAGER (NPPM)	<p>coordination:</p> <p>a) AFI States that have not already done so nominate/designate NPPMs as soon as possible and assign them the terms of reference as at Appendix 3.4H to this report .and provide ICAO with contact details of the NPPMs; and</p> <p>b) States update the NPPMs contact information provided to ICAO whenever changes have been made.</p>	<p>Nominate/Designate NPPMs</p> <p>Update NPPMs contacts</p>	<p>States</p> <p>States</p>	<p>Nominated / Designated NPPMs</p> <p>Updated NPPM contacts</p>	<p>30 Nov 2010</p> <p>30 Nov 2010</p>	<p>Initial nomination and some updates have been effected</p> <p>Updates from States slow to come</p>
<p>Conclusion 17/59</p> <p>Secretariat to redraft, to reduce length and achieve more focus. To be submitted to CNS/SG and ATM/AIM/SAR SG in July 2011</p>	AIRSPACE PLANNING AND AIRCRAFT EQUIPMENT SURVEY	<p>That, in order to facilitate airspace planning and decisions related to air navigation infrastructure:</p> <p>a) ICAO in coordination with IATA and AFRAA conduct regular surveys on aircraft equipage within the AFI Region;</p> <p>b) AFI States and air navigation service providers (ANSPs) are urged to support the ICAO/IATA global survey on aircraft equipment aimed at developing a database with accurate information on present and future avionics capabilities of airline fleets;</p>	<p>Conduct regular surveys on aircraft equipage</p> <p>Support the ICAO/IATA global survey on aircraft equipment</p>	<p>ICAO ROs IATA AFRAA</p> <p>States ANSPs</p>	<p>Updated surveys on aircraft equipage</p> <p>Updated surveys on aircraft equipage</p> <p>Awareness to</p>	<p>31 Mar 2011</p> <p>31 Mar 2011</p> <p>31 Mar 2010</p>	<p>Annual updates</p> <p>Annual updates</p>

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		<p>c) AFI States make efforts to bring awareness to the aircraft operators regarding the ICAO efforts on aircraft equipage data, and that joint efforts between civil aviation authorities and ANSPs be embarked upon to bring quicker results; and</p> <p>d) AFI States ensure that initiatives for air navigation system enhancements are matched with fleets capabilities and readiness.</p>	<p>State Letter to concerned States</p> <p>Bring awareness to the aircraft operators regarding the ICAO efforts on aircraft equipage.</p> <p>Ensure that initiatives for air navigation system enhancements are matched with fleets capabilities and readiness.</p>	<p>ICAO ROs</p> <p>States</p> <p>States</p>	<p>Operators on acft equipage</p> <p>Awareness</p> <p>Matching of air nav systems with fleet capabilities and readiness</p>	<p>Continuous</p> <p>Continuous</p>	<p>Continuous process</p> <p>Continuous process</p>
DECISION 17/61:	ESTABLISHMENT OF THE AFI FLIGHT PLAN TRANSITION TASK FORCE (FPLT TF)	<p>That, in order to enable a harmonized regional implementation of Amendment 1 to the Fifteenth edition of PANS-ATM (Doc 4444) in coordination with other ICAO Regions:</p> <p>a) The AFI Flight Plan Transition Task Force (FPLT TF) is established with the terms of reference (TOR) at Appendix 3.4J to this report.</p> <p>b) The Task Force should, if practical hold its first meeting as soon as possible but no later than September 2010;</p> <p>c) AFI States are urged to provide to the Task Force information requested with regard to its studies and assessments, with minimum</p>	Establish the FTPL TF	<p>ESAF & WACAF Offices</p> <p>States</p>	AFI FPLT TF	APIRG17	Follow up at APIRG 17

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		delay; and d) APIRG noting that its next regular meeting could be in late 2011, directed the ATS/AIS/SAR SG to endorse the Regional strategy and plan including changes thereto, on its behalf.					
CONCLUSION 17/62:	CONVENING OF A WORKSHOP ON IMPLEMENTATION OF NEW ICAO FLIGHT PLAN MODEL PROVISIONS	That, in order to enable the optimum contribution of relevant stakeholder in the transition to and implementation of the new ICAO flight plan mode provisions, Regional Offices arrange workshops to sensitize and inform States, ANSPs and related entities.	Issue State Letter	ESAF & WACAF Offices	Optimum implementation of new ICAO flight plan model	2010-2011	Follow up at APIRG 17
CONCLUSION 17/63:	DISSEMINATION OF AIAG REPORTS	That, the ICAO Regional Offices ensure that the final reports of the ATS Incidents Analysis Group (AIAG) are made available to all States and air navigation service providers for remedial action.	Compile reports	ESAF & WACAF Offices IATA	AIAG reports	After AIAG annual meetings	Dissemination on continuous basis annually
CONCLUSION 17/64	IMPLEMENTATION OF SAFETY MANAGEMENT IN THE AFI REGION	That, AFI States are urged to take necessary measures including the development and promulgation of legislative/regulatory provisions in order to: (a) Implement the safety management provision of Annex 11; (b) Prioritise giving effect to Assembly Resolutions A36-8, A36-9 and A36-10 regarding collection and protection of safety	Issue State Letter	ESAF & WACAF Offices States	Safety management awareness Implementation of safety management in AFI	Jul 2010 2012	Follow up at APIRG 17 Implementation on a continuous basis

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		<p>information, and improving accident prevention;</p> <p>(c) Take full advantage of the training opportunities availed by ICAO under the ACIP and other programmes;</p> <p>(d) Make use of guidance material provided by ICAO including, the Safety Management Manual (SMM) (Doc 9859) taking into consideration ICAO improvements on such guidance material from time to time.</p>					
CONCLUSION 17/65	STATUS OF IMPLEMENTATION OF SAFETY MANAGEMENT PROVISIONS IN THE AFI REGION	<p>That, in order to establish the status of implementation of Annex 11 safety management provisions in the AFI Region, and in order to facilitate Regional planning and implementation strategies:</p> <p>(a) The Regional Offices circulate a questionnaire aimed at collecting detailed information on the status of implementation in the AFI Region; and</p> <p>(b) States are urged to cooperate with the efforts of the Regional Offices and to respond to the questionnaires with minimum delay.</p>	Circulate questionnaire	ESAF & WACAF Offices States	Updated AFI safety management status of implementation	Dec 2010	Follow up at APIRG 17

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CONCLUSION 17/66	DEVELOPMENT AND PROMULGATION OF CONTINGENCY PLANS	<p>That:</p> <p>a) AFI States develop/update and promulgate contingency plans in accordance with Annex 11 and Annex 15 provisions;</p> <p>b) AFI States use available ICAO guidance material for the development and promulgation of contingency plans including the template at Appendix 3.4K to this report;</p> <p>c) ICAO Regional Offices carry out a survey on the status of development of contingency plans in the AFI region in order to take remedial actions as necessary; and</p> <p>d) ICAO Regional Offices expedite responses to States on matters related to development of contingency plans, as well processes for approval of contingency plans submitted by States.</p>	<p>Develop & promulgate contingency plans</p> <p>Conduct survey</p>	<p>States</p> <p>ESAF & WACAF Offices</p>	<p>Developed contingency plans</p> <p>Updated status of AFI contingency plans</p>	<p>APIRG17</p> <p>APIRG17</p>	
DECISION 17/67	AFI SAR SERVICES INTEGRATION	That, in order to progress the initiatives taken at the Port Elizabeth Consultative	Coordinate establishment of ASSI TF	ESAF & WACAF	ASSI TF meetings report	March 2011	Possibility of convening TF

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	TASK FORCE (ASSI TF)	Conference of October 2007 on integration of SAR services and similar other initiatives in the AFI Region, and to support the implementation of SAR provisions, the AFI SAR Services Integration Task Force (ASSI TF) is established with the terms of reference at Appendix 3.4L to the report on agenda item 3.4.	S Letter to Organize workshops as early as possible	Offices RO States	Awareness	December 2010	meeting earlier to be explored
CONCLUSION 17/68	SEARCH AND RESCUE SERVICES	That, with the objective to foster the implementation of SAR services and improvement of SAR systems in the Region, AFI states are: (a) Urged to establish joint aviation/maritime rescue coordination centres (RCCs) in order to optimize usage of resources and coordination; (b) Encouraged to establish sub-regional task forces to progress the development SAR cooperative arrangements and integration of SAR services; (c) Urged to consider entering into agreements with States that have adequate facilities (within or outside the sub-region) to assist in SAR operations; and	Issue State Letter Initiate coordination protocols between RCCs	ESAF & WACAF Offices States	State Letter More efficient and effective SAR services	2010-2011	Completed Follow up at APIRG 17

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		(d) Encouraged to include officials from other State organs who are part of the States SAR organization, in their delegations to relevant ICAO meetings and workshops.					
CONCLUSION 17/69	TIMELY RESPONSE TO TAG QUERIES	That, States when responding to TAG queries, make every effort to do so in a timely manner, preferably within 14 days, in compliance with the recommendation of the Special AFI/RAN Meeting of 2008.					
CONCLUSION 17/70	COMMUNICATION OF TAG FOCAL POINTS	That, States that have not already done so, provide their respective ICAO Regional Offices with a TAG point of contact within their State.	Provide TAG POC to Regional Officer	States	Updated list of TAG POC	30/9/2010	Information from some States seem to be outdated
CONCLUSION 17/71	APPROVAL OF VISITS	That, AFI States: a) Make every effort to approve TAG requests for technical visits to the State at the earliest available opportunity and that the visits be held during regular work days; and b) Update the TAG contact list when requested and whenever there are changes of the contact points in					

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		the States.					
DECISION 17/79:	FUTURE WORK PROGRAMME AND COMPOSITION OF THE TASK FORCE	That, the updated work programme and the composition of the AFI OPMET Management Task Force (MTF) be as shown in Appendix 3.5L to this report.					
CONCLUSION 17/86:	TRANSITION FROM AIS TO AIM	<p>That, recognizing the limitations of the current AIS, which does not meet the new global ATM system requirements envisioned by the ATM operational concept, and taking into consideration the ICAO roadmap for the transition from AIS to AIM:</p> <p>a) States that have not yet done so, are urged to develop national plans to implement the transition from AIS to AIM and send them to the ICAO ESAF and WACAF Regional Offices before 31 December 2010; and</p> <p>b) AFI AIM implementation task force monitor the progress of transition from AIS to AIM in the AFI Region and support regional and national planning efforts.</p>					
DECISION 17/87:	PLANNING FOR THE TRANSITION FROM AIS TO AIM	<p>That, based on the ICAO global ATM operational concept and the ICAO roadmap for the transition from AIS to AIM, the AFI AIM Implementation Task Force (AFI AIM TF):</p> <p>a) Develop performance goals for the transition from AIS to AIM</p>					

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		<p>in the AFI Region and identify achievable milestones; and</p> <p>b) Carry out a review of the AIS parts of the AFI basic ANP and FASID in order to introduce/develop planning material related to the transition from AIS to AIM.</p>					
CONCLUSION 17/88:	e-TOD CHECKLIST	That, States be encouraged to use the e-TOD checklist at Appendix 3.6C to this report in order to assist them in the process of planning and implementation of the e-TOD provisions.					
CONCLUSION 17/89:	ADOPTION OF THE e-TOD IMPLEMENTATION PLAN TEMPLATE AS A REGIONAL MODEL	<p>That states be encouraged to use the:</p> <p>a) e-TOD implementation plan template at Appendix 3.6D to this report as regional model in order to assist them in the process of planning and implementation of the e-TOD provisions.</p> <p>b) national e-TOD implementation plan at Appendix 3.6E to this report as a sample when developing their national e-TOD plans</p>					
Conclusion 17/90	IMPLEMENTATION OF WGS-84 AND ELECTRONIC	<p>That:</p> <p>a) States adopt the revised AIM performance objective</p>	State Letter to States to establish necessity	ICAO ROs	Adoption of AIM performance objectives	31 Dec 2010	Continuous Process.

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Proposed to be consolidated with 17/96 into a concise text	TERRAIN AND OBSTACLE DATA	“Implementation of WGS-84 and Electronic Terrain and Obstacle Data” as contained in the Performance Framework Form in the Appendix 3.6F to this report, as a strategy for implementation;	Adopt FASID Table	States	Report progress	30 Jun 2011	State letter has also been dispatched
		b) The proposed FASID table at Appendix F be adopted for inclusion as a requirement in the AFI FASID (Document 7474, Vol. II);		ICAO ROs States	Adoption of FASID Table	31 Mar 2011	Continuous Process.
		c) The AFI Region e-TOD implementation strategy under Appendix 3.6G to this report be adopted for implementation; and		ICAO ROs States	Adoption of e-TOD implementation strategy	31 Mar 2011	State letter has also been dispatched
		d) The revised Terms of Reference of the AFI Region e-TOD working group are at Appendix 3.6H to this report be adopted.		ICAO ROs	Adopted TOR for e-TOD WG	31 Mar 2011	
CONCLUSION 17/91:	e-TOD IMPLEMENTATION AWARENESS CAMPAIGNS	That, States’ AIS should take the lead and carry out awareness campaigns at national level to promote a better understanding of the planning and implementation issues related to e-TOD and training programmes.	Issue State Letter	ESAF & WACAF Offices States	State Letter e-TOD awareness	Dec 2010	Completed Follow up at APIRG17
CONCLUSION 17/92:	DEVELOPMENT AND MANAGEMENT OF	That, States, in accordance with sound management principles and procedures, should:	Coordinate development of e-TOD	ESAF & WACAF Offices	National e-TOD program	2010-2011	Follow up at APIRG17

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	A NATIONAL e-TOD PROGRAMME	<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 details of collected terrain and obstacle data with particular emphasis on obstacle data and associated cost. 		States	e-TOD inventory	2011	
CONCLUSION 17/93:	COORDINATION BETWEEN STATES AND DATA PROVIDERS/INTEGRATORS FOR THE PROVISION OF e-TOD AND EXCHANGE OF EXPERIENCE FOR THE IMPLEMENTATION OF e-TOD REQUIREMENTS	<p>That:</p> <ul style="list-style-type: none"> a) Collaboration between States and data providers/integrators should be considered in the process of e-TOD provision; and b) Implementation of e-TOD provisions should be considered a global matter concerning all ICAO Regions, which thereby necessitates coordination and exchange of experience between States, ICAO and other national/international organizations 					

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		and industry partners involved.					
CONCLUSION 17/94:	RESPONSIBILITY FOR THE PROVISION OF e-TOD	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 national geodetic institutes/ agencies, based on Service Level Agreement (SLA) reflecting such delegation.	Conduct survey	States	Quality assurance & availability of e-TOD data		Completed
CONCLUSION 17/95:	PROVISION OF FINANCIAL RESOURCES AND ASSISTANCE FOR THE IMPLEMENTATION OF e-TOD	That: a) e-TOD implementation should be managed by each State as a national e-TOD programme supported by necessary resources, a high level framework and a detailed national plan including priorities and timelines for the implementation of the programme; and b) States encountering difficulties in the implementation of e-TOD may seek assistance (individually or collectively) from ICAO and/or other States.					
Conclusion 17/96 To be consolidated with 17/90 into a concise text,	PROJECT TO COMPLETE WGS-84 IMPLEMENTATION IN THE AFI REGION	That, ICAO takes necessary action to initiate a project for the completion of implementation of WGS-84 within AFI States having difficulties to complete WGS-84 implementation.	Proposal for AFI SIP	ICAO ROs	Assist States having difficulties in WGS-84 implementation	2012	Continuous Process.

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Cons/Decs No. Strategic Objectives*	Title of Cons/Decs	Text of Cons/Decs	Follow-up Action	To be initiated by	Deliverable/ Intended Outcome	Target Dates	Status of Implementation
taking consideration of 17/105							
CONCLUSION 17/97:	ADOPTION OF THE AIS TO AIM TRANSITION ROADMAP	That, States adopt the roadmap as guidance material to plan, manage and facilitate the global transition from AIS to AIM within the AFI Region including planning of the scope and prioritizing projects and actions for the transition to AIM.	Coordinate transition to AIM	AIS-AIM SG	Adoption of Roadmap	APIRG17	
CONCLUSION 17/98:	REVIEW OF METHODOLOGY FOR THE DEVELOPMENT OF THE LIST OF DEFICIENCIES IN THE AOP FIELD.	That, ICAO should develop a more efficient methodology for the compiling, validating and tracking of deficiencies at international airports including other air navigation facilities and services that would ensure the list of deficiencies is reasonably up to date at all times.					
CONCLUSION 17/100:	DEVELOPMENT OF THE AFI WEB-BASED AIR NAVIGATION DEFICIENCY DATABASE	That, in order to enable States and International Organizations to contribute directly to the Deficiency database on a continuous basis, ICAO Regional Offices expedite the development of a web-based AFI Air Navigation Deficiencies Data Base (AANDD).	Initiate development of data base	ESAF & WACAF Offices	AFI Web-based air navigation database.	April/2011	Follow up at APIRG 17
DECISION 17/107:	APPELLATION AND TERMS OF REFERENCE OF THE ATM/AIS/SAR SUB-GROUP	That, in order to facilitate consistency in the use of terminology and associated developments, the APIRG ATS/AIS/SAR Sub-Group is re-titled Air Traffic Management/ Aeronautical Information Management/ Search and Rescue/ Sub-Group (ATM/AIM/ SAR SG) with the Terms of Reference as at	Amend terminology in line with new TOR	APIRG	ATM/AIM/ SAR SG	APIRG17	Follow up at APIRG 17

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Cons/Decs No. Strategic Objectives*	Title of Cons/Decs	Text of Cons/Decs	Follow-up Action	To be initiated by	Deliverable/ Intended Outcome	Target Dates	Status of Implementation
		Appendix 7B to this report.					

*Note: ICAO has established the following Strategic objectives for the period 2011-2013

A: Safety: Enhance global civil aviation safety;

B: Security: Enhance Global civil aviation security;

C: Environmental Protection and Sustainable Development of Air Transport: Foster harmonised and economically viable development of international civil aviation that does not unduly harm the environment.