

CONSOLIDATED CONCLUSIONS & DECISIONS FROM APIRG/19 MEETING RELATED TO THE PBN/GNSS TF

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 19/XX	IMPLEMENTATION OF FLIGHT PLAN STANDARDS IN ANNEX 2 TO THE CHICAGO CONVENTION	<p>That, in order to support the effective implementation of international standards relating to flight plan:</p> <p>(a) operators and ANSPs should, take necessary measures to ensure that, prior to departure, flight plans are correctly filed and accepted;</p> <p>(b) AFI States and Air Navigation Service Providers be urged to:</p> <p>(i) ensure that international flights are not released for departure without correctly filed flight plans; and</p> <p>(ii) strongly discourage the acceptance of flights into their States/FIRs, whose standard flight plans have not been received;</p> <p>(c) AFI States regulatory</p>	<p>All operators & ANSPs</p> <p>States and ANSPs</p>	ICAO & States	Effective implementation of Annex 2 standards related to flight plan	APIRG/20	

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		bodies take necessary action to ensure effective implementation.					
CONCLUSION 19/XX	AMENDMENT OF THE AFI CNS/ATM IMPLEMENTATION PLAN (DOC 003)	That the <i>AFI CNS/ATM Implementation Plan</i> (Doc 003) be amended as shown at Appendix S to this report.	Organize for the review and update of Doc.003 to incorporate recent ATM/CNS changes	ICAO	Updated Doc.003	APIRG/20	
CONCLUSION 19/XX A&C	APPLICATION OF FLEXIBLE USE OF AIRSPACE (FUA)	That: a) States adopt a FUA approach in establishing prohibited, restricted or danger areas such that these areas are established on a temporary basis, taking into account the needs of civil aviation; and b) States constantly review the existence of prohibited, restricted or danger areas pursuant to LIM/AFI (1988) Recommendation 2/21.	Adopt FUA approach when establishing prohibited, restricted or danger areas.	States	FUA adopted	APIRG/20	On-going activity
CONCLUSION 19/XX A	MECHANISM FOR DATA COLLECTION TO SUPPORT REGIONAL PERFORMANCE METRICS	That, States that have not done so, are requested to establish, when possible, a mechanism for data collection, processing and storage and provide the information to the corresponding Regional Office for the identified regional performance metrics.		States	Effective mechanism for data collection by States	APIRG/20	On-going activity

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<p>CONCLUSION 19/XX A</p>	<p>RESOLUTION OF MISSING FLIGHT PLANS PROBLEM</p>	<p>That, in order to effectively address the problem of missing flight plans between AFI ACCS, AFI states:</p> <ul style="list-style-type: none"> (a) Take immediate measures to ensure that standard requirements for flight plan filing and processing are adhered to; (b) Ensure that all FIRs collect/record information on missing flight plans and exchange such information/data with other FIRs; (c) Ensure that ACCs/FICs respond to queries from other ACCs/FICs regarding missing flight plans on a timely basis, and (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</p>	<p>States & ANSPs</p>	<p>All FPL to be accounted for</p>	<p>APIRG/20</p>	<p>On-going activity</p>

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CONCLUSION 19/XX A&C	AFI PBN IMPLEMENTATION REGIONAL PLAN	That: The AFI PBN Regional Implementation Plan is updated as at Appendix 2C to the report under agenda item 2.	Development of PBN Regional plans	States	Development of PBN Regional plans	As soon as possible (without further delay)	Many yet to prepare and submit their plans
CONCLUSION 19/XX A	PBN IMPLEMENTATION TOOLS	That States: (a) Use project management plans and implementation action plans provided by the PBN Task Force, as well as project management soft wares.	Issue State Letter	ESAF & WACAF Offices States	Standard use of PBN implementation tools	APIRG/20	On-going activity
DECISION 19/XX A&C	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.	Initiate process for establishment of the PBN/GNSS TF	APIRG	Establishment of PBN/GNSS TF as per its TOR Conduct activities in accordance with its work programme	APIRG/17	Completed On-going activity

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DECISION 19/XX A&C	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.	Initiate process for establishment of the PRND WG	APIRG	Establishment of PRND WG as per its TOR Conduct activities in accordance with its work programme	APIRG/17	Completed On-going activity
CONCLUSION 19/XX A&C	TRAINING IN SUPPORT OF PBN IMPLEMENTATION	That, in order to support the implementation of PBN in the AFI Region: a) PBN Task Force identify priority training needs for implementation for PBN; b) AFI Regional Offices organize seminars/workshops for training of relevant personnel directly involved in the implementation of PBN	Provide guidance Organize seminars & workshops for training in PBN implementation	PBN/GNSS TF ESAF & WACAF Offices	Training needs identified and supported PBN W/Shops & seminars convened regularly	2009 -2016 2009-2016	Training being provided on yearly basis Training seminars/workshops being organized by ICAO
CONCLUSION 19/XX A & C	PBN ENABLING LEGISLATION	That, a) AFI States that have not already done so, include in their legislation and/or regulations provisions to enable the implementation of PBN; and b) ICAO carry out surveys to update information on	Promulgate PBN Legislation Survey to assess status of promulgation of regulations	States ESAF & WACAF	PBN enabling legislation Information on status of	31 March 2014 31 March 2014	Many States yet to implement

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		promulgation of PBN enabling legislation.		Offices	promulgation of regulations		
CONCLUSION 19/XX A & C	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.	States	States	States' participation	Annual events	On-going activity
CONCLUSION 19/XX A & C	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.	States provide for budgetary allocation for safe and timely implementation of PBN	States, ANSPs, Regulatory bodies, Operators, Stakeholders	Sufficient funds available	2010-2016	On-going activity
CONCLUSION 19/XX A	NATIONAL PBN PROGRAMME MANAGER (NPPM)	That, in order to facilitate the implementation of PBN and Regional coordination 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 2D to the report on agenda item 2.	States nominate/designate NPPMs and update their contacts	States	NPPMs nominated /designated by all AFI States NPPM contacts are regularly updated by States	2013-2016	On-going activity

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<p>CONCLUSION 19/XX A</p>	<p>AIRSPACE PLANNING AND AIRCRAFT EQUIPMENT SURVEY</p>	<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.</p> <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</p>	<p>State letter issued on survey</p> <p>States to support survey and provide data to ICAO</p> <p>Support the ICAO/IATA global survey on aircraft equipment</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</p> <p>States</p>	<p>Survey conducted</p> <p>Updated surveys on aircraft equipage</p> <p>Awareness to Operators on acft equipage</p> <p>Matching of air navigation systems with fleet capabilities and readiness</p>	<p>2013-2015</p>	<p>On-going activity</p>

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		matched with fleets capabilities and readiness.					
DECISION 19/XX A & C	PERFORMANCE-BASED APPROACH METRICS	<p>That,</p> <p>a) APIRG sub-groups develop indicators that are specific, measurable, achievable, realistic and time bound and attach them to the performance framework forms (PFFs) in the appropriate box, using the metrics recommended under SP AFI RAN/08 Recommendation 3/3 and/or others determined to be appropriate indicators for the AFI Region;</p> <p>b) States use the regionally agreed indicators; and</p> <p>c) ICAO organizes regional workshops on performance-based approach to assist States in the development and implementation of performance-based approach related processes.</p>	ICAO develop indicators	APIRG and its Subsidiary bodies	PFFs to incorporate indicators	APIRG/19	PFFs have been updated in the Air Navigation Reporting Forms (ANRFs) and aligned with ASBUs modules

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CONCLUSION 19/XX A & C	NATIONAL PBN IMPLEMENTATION PLANS	That, in accordance with Assembly Resolution A37-11 on PBN Implementation, States: a) That have not already done so, complete preparation of their national PBN implementation plans as a matter of urgency, based on the Regional PBN Plan b) Provide updates to Regional Offices.	Develop National PBN implementation plan Focus efforts and resources on finalizing the National PBN implementation Plan	States	Completed national PBN plans Updates on PBN plans and implementation progress provided to Regional Offices	Dec 2012	Some States yet to develop and finalize their plans
CONCLUSION 19/XX A & C	LOWERING OF RNAV/RNP ROUTES UM214 AND UM215	That States that have not already done so, be urged to establish the lowest usable flight level on the RNAV routes UM214 and UM215 as flight level 250 for operational reasons.	States/IATA to coordinate implementation and publish in their AIPs	States	FL 250 implemented	Dec 2012	As of August 2013 Lusaka FIR (Zambia) had still not implemented
CONCLUSION 19/XX A & C	AFI PBN REGIONAL PERFORMANCE FRAMEWORK FORMS	That the AFI PBN Regional Performance Framework Forms be in the format as at Appendix 3.2A1 to 3.2A3 to the report on agenda item 3.2.	PFFs to be aligned with new format	ICAO and States	ANRFs format adopted and updated	APIRG/19	PFFs have been updated in the Air Navigation Reporting Forms (ANRFs) and aligned with ASBUs modules.

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CONCLUSION 19/XX A&C	AFI ATS ROUTE CATALOGUE TEMPLATE	<p>That, in order to support the process of ATS route development in the AFI Region, including the keeping of a record of ATS routes proposed for development and facilitating follow- up on the actions pertaining to the routes' development:</p> <p>a) the AFI ATS Route Catalogue (AARC template) is adopted as at Appendix 3.2C to the report on agenda item 3.2; and</p> <p>b) AFI States and concerned international organizations are urged to periodically review the Catalogue once completed, note developments and take action as applicable.</p>	Use of AARC to compile and submit new routes to ICAO	IATA	Effective use of AARC to submit and process new routes	2013-2015	On-going activity
CONCLUSION 19/XX A & C	TRAINING OF AIR OPERATORS PERSONNEL ON AIRSPACE ORGANIZATION	That, in order to reduce risks of missing flight plans, enhance safety and efficiency, States and concerned international organizations including IATA take necessary measures to ensure that flight planning personnel are adequately trained on the tasks for which they are engaged in the processing of flight plans.	Ensure training of flight planning personnel	States & Organizations	Personnel trained	2013-2015	On-going activity

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DECISION 19/XX A	MONITORING OF SBAS DEVELOPMENT IN ICAO REGIONS IN THE EQUATORIAL AREA	That, APIRG CNS and ATM/AIM/SAR Sub-groups monitor SBAS developments in other ICAO regions in the equatorial area, for consideration as appropriate when developing/updating its strategy for a cost-effective implementation of GNSS in the AFI Region.	Develop mechanism to monitor SBAS development	CNC & ATM/AIM/SAR SGs	Monitoring mechanism for SBAS effectively implemented	2012-2015	On-going activity
CONCLUSION 19/XX C	DEVELOPMENT OF ACTION PLANS ON CO2 EMISSIONS REDUCTION ACTIVITIES	That States: a) continue to consider environmental issues in the planning and implementation of regional air navigation systems; b) bring to the attention of the ICAO Secretariat specific areas where additional guidance on environmental benefits would be valuable; c) ensure that their national Action Plan focal points collaborate with relevant stakeholders for all the operational measures that States wish to develop, implement and/or include in their action plans;	Use of IFSET tools and other guidance to effectively reduce Co2 emissions Ensure participation of aviation experts in UNFCC meetings	ATM/AIM/SAR SG States	CO2 emissions reduced AFI States are represented in UNFCC events	2012-2015	On-going activity

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		<p>d) promote use of the ICAO IFSET tool for the quantification of environmental benefits from operational measures, as part of the development of States' action plans; and</p> <p>e) ensure that civil aviation experts are included in their delegation attending UNFCC meetings where environmental issues are considered.</p>					
CONCLUSION 19/XX C	ESTIMATIONS AND REPORTING OF OPERATIONAL BENEFITS	<p>That States:</p> <p>a) are urged to use the ICAO Fuel Savings Estimation Tool (IFSET) or a more advanced tool to estimate environmental protection benefits accrued from operational improvements;</p> <p>b) include environmental benefits analysis in their plans to implement operational improvements that may reduce fuel burn at a regional or national levels; and</p>	<p>Use of IFSET tools</p> <p>Share information on benefits</p>	States	Operational benefits reported to ICAO	2012-2015	On-going activity

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		c) report the benefits to ICAO on a quarterly basis using the table to report environmental benefits of operational benefits at Appendix 3.7A 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.

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