

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

Provisional 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 19/13	IMPLEMENTATION OF AIR TRAFFIC CONTROL SERVICE	<p>That,</p> <p>By 14 March 2014, AFI States that have not already done so, establish Class A airspace in accordance with Section 2.6 of Annex 11 to the Chicago Convention, and implement air traffic control services in the lower airspace as follows:</p> <ul style="list-style-type: none"> a) establish Class A airspace above FL145 for all ATS routes referred to in Table ATS 1 of the AFI Air Navigation Plan (Doc 7474) as amended; b) establish Class A airspace above Flight Level 195 elsewhere within the FIR; and c) implement air traffic control service in all terminal control areas (TMA) and control zones (CTR). <p><i>Note: This Conclusion is to supersede all previous Conclusions of APIRG relating to the implementation of ATC, including Conclusions 13/31, 13/41, 14/20, 14/26, 15/45 and 16/45.</i></p>					

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CONCLUSION 19/15	AFI ATS ROUTE CATALOGUE (AARC)	<p>That, In order to facilitate the review and implementation of user ATS route requirements:</p> <p>(a) the AARC Template is revised as at Appendix 3.2D to this report; and</p> <p>(b) AFI States and concerned international organizations be urged to review the Catalogue every six (6) months (January and July), note developments, and take action as applicable.</p>					
DECISION 19/16	REACTIVATION AND REVIEW OF THE TERMS OF REFERENCE OF CNS/ATM IMPLEMENTATION COORDINATION GROUPS	<p>That, in order to facilitate coordination in the planning and implementation of CNS systems for ATM, as well as the harmonized implementation of ATM performance improvements:</p> <p>(a) The Implementation Coordination Groups (ICGs) as established in the AFI CNS/ATM Implementation Plan (Doc 003) be reactivated;</p> <p>(b) The activities of the ICGs be expanded to include ATM coordination tasks that had been carried out in informal ATM Coordination Meetings;</p> <p>(c) The number and alignment of the ICGs take into consideration the</p>					

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		<p>added tasks, in particular those that are sub-regional in nature; and</p> <p>(d) The terms of reference of the ICGs be revised as at Appendix 3.2E to this report.</p>					
CONCLUSION 19/17	AFI FLIGHT PROCEDURE PROGRAMME (AFI- FPP)	<p>That: AFI States be invited to:</p> <p>(a) indicate their needs for PBN procedure design to the AFI FPP; and</p> <p>(b) participate actively in the AFI-FPP activities by providing financial and/or in-kind support.</p>					
CONCLUSION 19/28	ASSESSMENT AND MITIGATION OF GNSS VULNERABILITIES	<p>That States providing GNSS services should:</p> <p>a) Assess and report GNSS vulnerabilities in their airspace, including:</p> <ul style="list-style-type: none"> i). unintentional and intentional interference; ii). ionospheric scintillation in equatorial regions; iii). other vulnerabilities as may be identified; and <p>b) Implement appropriate mitigation measures depending on</p> <ul style="list-style-type: none"> i). the airspace in question; and 					

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		ii). the operations that must be supported.					
CONCLUSION 19/29	IMPACT ANALYSIS OF THE IMPLEMENTATION OF GNSS/SBAS IN THE AFI REGION	That: In order to enable States to make informed decision and to facilitate dialogue among stakeholders, concerning the implementation of GNSS satellite-based augmentation system (SBAS) in the AFI Region, ICAO should facilitate the search for the funding of an impact analysis related to SBAS, that covers operational, technical, environmental and economic aspects of this GNSS augmentation system.					

*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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