



**INTERNATIONAL CIVIL AVIATION ORGANIZATION**  
**AFI PLANNING AND IMPLEMENTATION REGIONAL GROUP**  
**EIGHTEENTH MEETING (APIRG/19)**  
**Dakar, Senegal (28 – 31 October 2013)**

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**Agenda Item 2: Follow-up on the outcome of APIRG/18**

**REVIEW OF STATUS OF IMPLEMENTATION OF APIRG/18**  
**CONCLUSIONS AND DECISIONS**

*(Presented by the Secretariat)*

<b>SUMMARY</b>	
This paper presents the following-up action on the APIRG/18 Conclusions and Decisions.  Action by the meeting is at Paragraph 3.	
<b>REFERENCE(S):</b> Refer to Para. 3 for action by APIRG Reference: APIRG/18 meeting report	
<i>Strategic Objectives</i>	This working paper relates to the Strategic Objectives A, C and D

**1. INTRODUCTION**

1.1 The review of status of implementation of APIRG/18 Conclusions and Decisions is presented in the form of a table. The table provides the title of each APIRG/18 Conclusion/Decision, Deliverable(s)/Expected Outcome(s), and status of implementation by end of September 2013.

**2. DISCUSSION**

2.1 APIRG/18 adopted 64 Conclusions and 16 Decisions which are presented in the **Appendix**. The Appendix provides the progress made in the implementation of the various Conclusions and Decisions and, where information is available, constraints to implement them are indicated. The Conclusions are addressed to States, ICAO and/or International Organizations.

2.2. In order for the Secretariat to report efficiently, there is need for States to improve on the level of providing information on a timely manner with regard to the status of implementation of these Conclusions.

**3. ACTION BY THE MEETING**

3.1 The meeting is invited to:

- a) note the progress made on APIRG/18 Conclusions and Decisions as given at the **Appendix**;
- b) review and propose further action; and
- c) urge States to provide the Secretariat with the required information on the status of implementation of these Conclusions on a regular basis, in order to assess progress in the strengthening of the air navigation system.

-END-

**APPENDIX**  
**Review of Conclusions/Decisions of APIRG/18**

Conclusion /Decision No	Title of Conclusion/Decision	Text of Conclusion/Decision	Responsibility	Deliverable	Status
D18/01	<b>Review and Update of APIRG Conclusions and Decisions</b>	<p>That APIRG Sub-Groups:</p> <p>a) review all APIRG Conclusions and Decisions from APIRG/13 to APIRG/17 and identify those which are no longer valid;</p> <p>b) adopt a system of reviewing the validity of Conclusions and Decisions every two successive APIRG meetings; and</p> <p>c) transfer Conclusions and Decisions which have reached maturity and still relevant to appropriate guides, handbooks and manuals for the AFI Region.</p>	APIRG Sub-Group Secretaries	<p>Adequate management of Conclusions and Decisions</p> <p>System adopted</p>	<p>Implemented. Review of APIRG conclusions and decisions from APIRG/13 to APIRG/17 conducted by Sub-groups.</p> <p>On-going activity</p>

Conclusion /Decision No	Title of Conclusion/Decision	Text of Conclusion/Decision	Responsibility	Deliverable	Status
C18/02	<b>Activities of ICAO Regional Office Safety Teams (ROSTs)</b>	That, States in the AFI Region take advantage of the assistance made available under the ROSTs in order to support the implementation of their respective Corrective Action Plans (CAPs).	States	CAPs completed	<p>Implementation in progress ROST missions are being conducted in many States in the AFI Region to assist them in resolving safety deficiencies</p> <p>Positive outcome of ICVMs, resolution of SSCs and improvement of effective implementation (EI) of critical elements of a State’s safety oversight system in the Region.</p>

Conclusion /Decision No	Title of Conclusion/Decision	Text of Conclusion/Decision	Responsibility	Deliverable	Status
C18/03	<b>Training Needs and Resources in Africa</b>	<p>That:</p> <p>a) training organizations in the AFI Region participate in the Constitutive Assembly of the Association of African Aviation Training Organizations (AATO) to be held in Nairobi, Kenya, from 2 to 4 April 2012 and join the AATO; and</p> <p>b) States, training organizations, and aviation services providers in the AFI region participate in the activities of the envisaged framework for the harmonization of aviation training in the AFI Region and contribute towards the implementation of the ICAO SP AFI RAN/08 Recommendation 5/8.</p>	States	Harmonized training activities	Implemented. AATO Council established in April 2013.
C18/04	<b>Coordination of Activities Between APIRG and RASG-AFI</b>	<p>That:</p> <p>a) Accidents and Incidents Analysis; and State Safety Programme (SSP) be addressed within the framework of RASG-AFI;</p> <p>b) RVSM safety monitoring, Quality Management System (QMS), Civil-military coordination and SAR continue to be part of APIRG Work Programme;</p> <p>c) English Language Proficiency (ELP), Safety Management System (SMS) implementation, Runway Safety, Unsatisfactory Condition Reports(UCRs) and Airspace contingencies issues remain in the Work Programme of both RASG-AFI and APIRG, until further notice; and</p> <p>d) The two Groups agree on the mechanism to be used to ensure that the safety issues addressed by both APIRG and RASG-AFI are fully coordinated.</p>	Secretaries of APIRG and RASG-AFI	Harmonized Work Programme	APIRG and RASG-AFI work programme are coordinated between the Secretaries of these two groups.

Conclusion /Decision No	Title of Conclusion/Decision	Text of Conclusion/Decision	Responsibility	Deliverable	Status
C18/05	<b>Implementation of Cooperative Type Global and Regional Projects</b>	<p>That States:</p> <p>a) include in their Civil Aviation Regulations public health emergency related provisions of ICAO Annexes and guidance material;</p> <p>b) establish an Aviation Public Health Emergency Plan which is integrated in the National Public Health Emergency Plan;</p> <p>c) which are not members of the Cooperative Arrangement for the Prevention of Spread of Communicable Disease through Air Travel (CAPSCA) project are encouraged to join, request assistance visits and contribute to the funding of the Project; and</p> <p>d) nominate candidates to be trained as Technical Advisors.</p>	States	Comprehensive Programme of the CAPSCA with inclusion of Public Health related provisions in the regulations and national plans for preparedness	Implementation in progress.

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C18/06	<b>Performance – Based Approach – Metrics</b>	<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 organize regional workshops on performance-based approach to assist States in the development and implementation of performance-based approach related processes.</p>	<p>APIRG</p> <p>States</p> <p>ESAF/WACAF Offices in coordination with Headquarters</p>	<p>SMART indicators developed for AFI region</p> <p>Harmonized indicators used by States</p> <p>Efficient implementation of performance-based approach</p>	<p>APIRG Sub-groups and introducing similar metrics for the Aviation System Block Upgrades.</p> <p>ICAO regional Workshop on ASBUs organized from 21-25 October 2013 in Nairobi to assist APIRG and States to develop harmonized regional and national performance based frameworks, with performance framework forms aligned with ASBUs.</p>

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C18/07	<b>Aerodrome Inspector Training Requests to AFI Plan</b>	That States who may wish to get more training under the ICAO AFI Plan (Integrated Safety Management Course, Aerodrome Design, Aerodrome Inspector’s and Aerodrome Certification Courses) should send requests to ICAO regional offices, and where possible coordinate such requests with other States for region-wide benefit, and that when such courses are organized, States should include participants from both the “regulator” and “aerodrome operator”.	States	Training Courses	Implementation in progress.
C18/08	<b>Aerodrome operations planning/Sub-Group Terms of Reference</b>	That the AOP SG Terms of Reference be amended to include “obstacle surfaces control”, “runway safety” and “aerodrome planning and design”.	Secretary AOP/SG	TOR and Work Programme	Implemented.  AOP Sub-group terms of reference amended items included in the Agenda items to be discussed during the AOP/SG//10 Meeting scheduled in May 2013  To be coordinated with RASG-AFI.

Conclusion /Decision No	Title of Conclusion/Decision	Text of Conclusion/Decision	Responsibility	Deliverable	Status
C18/09	<b>National PBN Implementation Plans</b>	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, using the template provided by the PBN GNSS Task Force; b) Consider the use of planning tools provided by the PBN/GNSS Task Force, as well as project management software; and c) Provide updates to Regional offices.	States	PBN Implementation Plans	Implementation on-going.  ESAF and WACAF Regional Offices following up with States.
C18/10	<b>Lowering of RNAV/RNP Routes UM214 and UM215</b>	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. (This Conclusion is to supersede APIRG Conclusions 17/51)	States responsible for FIRs: Gaborone, Harare, Lusaka, Kinshasa, Brazzaville, N'Djamena, Tripoli	Lower the ATS route lower level to FL250	Gaborone has implemented ESAF Office coordinating with remaining States. As of August 2013, Lusaka FIR had still not implemented.
C18/11	<b>AFI PBN Regional Performance Framework Forms</b>	That the AFI PBN Regional Performance Framework Forms are updated as at Appendix 3.2A1 to 3.2A3 to the report on agenda item 3.2.	States	Use of updated national PFFs	Implemented. PFFs updated during PBN TF/3 Meeting in August 2012. To be aligned with ASBUs in Air Navigation Reporting Forms

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C18/12	<b>AFI ATS Route Catalogue Template</b>	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: a) the AFI ATS Route Catalogue (AARC) template is adopted as at Appendix 3.2C to the report on agenda item 3.2; and b) AFI States and concerned international organizations are urged to periodically review the Catalogue once completed, note developments and take action as applicable.	States, Users (IATA) and ESAF and WACAF Regional Offices	Populate the AARC with routes trajectories under development	On-going activity being coordinated with IATA to provide user data
D18/13	<b>Establishment of the AFI ATM/MET Task Force</b>	That the Core Team of experts established under APIRG Decision 17/84 is dissolved, and the AFI ATM/MET Task Force be established with the terms of reference and work programme as at Appendix 3.2I to the report on agenda item 3.2.	AFI ATM/MET Task Force	Convene meetings and discharge on the TOR	Implemented. ATM/MET/TF/1 held in 2013
C18/14	<b>Establishment of the AFI Volcanic Ash Contingency Plan</b>	That: a) the ATM/AIM/SAR and the MET Sub-Groups finalize development of the AFI Volcanic Ash Contingency Plan; b) the Plan be provided to States for implementation, without awaiting the next meeting of APIRG.	ATM/AIM/SAR and the MET Sub-Groups	Complete the VA CP	Implemented.

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C18/15	<b>Strategy for Implementation of New ICAO Flight Plan Form</b>	That, in order to implement the new flight plan form in a progressive and harmonized manner: a) The AFI Strategy for Implementation of new ICAO Flight Plan form is adopted as at Appendix 3.2J to the report on agenda item 3.2; and b) States and users are urged to continue their implementation planning based on the Strategy.	States and airspace users	Align implementation plans with the Regional Strategy	Implemented. FPL 2012 successfully implemented 15 Nov 2012
D18/16	<b>Revised Terms of Reference of The AFI Flight Plan Transition Task Force (FPLT/TF)</b>	That, the revised Terms of Reference of the AFI Flight Plan Task Force are revised as at Appendix 3.2K to the report on agenda item 3.2.	FPLT TF	Discharge on TOR of the TF	Implemented. FPL 2012 successfully implemented 15 Nov 2012
C18/17	<b>Addressing missing flight plans</b>	That AFI States should: a) address the loss of ATS messages using AFTN, including missing flight plans, as a matter of urgency; b) continuously monitor missing flight plans through: i) the AFI Tactical Action Group (TAG); and ii) conduct regular surveys on missing flight plans for a longer period (e.g. 30 days), or at regular intervals, under the coordination of the ICAO Regional offices; and c) ensure that their ATC systems' clocks are synchronized with the GPS time in order to meet Annexes 2 and 11 relevant provisions.	States  TAG  States  States	Availability of ATS messages  Appropriate remedial action taken  Deficiencies identified for remedial action  Harmonized time reference and consistent transit times	Implementation in progress.  States/ANSPs are monitoring flight plans and implementing mitigation measures..  States are implementing GPS synchronized systems

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C18/18	<b>Training of air operators personnel on airspace organization</b>	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.	IATA States	Consistent and timely reception of flight plans	Implementation in progress.  Training of air operators conducted in many States.
C18/19	<b>AFI AMHS Implementation Strategy</b>	That AFI States adopt and implement the AHMS Strategy shown at Appendix 3.4A to this report.	States	Coordinated implementation of AHMS	AMHS implemented on national basis in many States.  Trials in progress on international AMHS links between some States.
C18/20	<b>AFI ATN architecture plan</b>	That AFI States implement the AFI ATN Architecture Plan shown at Appendix 3.4C to this report.	States	Integrated data communication infrastructure	AFI ATN Architecture under review by the Integrated Regional Telecommunication Infrastructure Task Force established by APIRG.

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C18/21	<b>Adoption of the global operational data link document (GOLD)</b>	That in order to ensure regional and global harmonization of data link operations; AFI States adopt the Global Operational Data Link Document (GOLD) in replacement of the previous FANS 1/A Operations Manual.	States	Harmonized guidelines for data link operations	GOLD 2 <sup>nd</sup> Edition circulated to all AFI States via State letter. Implementation in progress by States/FIRs / having implemented implementing ADS-C/CPDLC procedures.
C18/22	<b>Implementation of AFI FMG Action Plan</b>	That AFI States and Organizations implement the Action Plan proposed by the AFI Frequency Management Group as shown at Appendix 3.4D to this report.	States ESAF/WACAF Offices	Efficient frequency management in AFI	Implementation in progress. Action Plan amended by the AFI Frequency Management Group at its 3 <sup>rd</sup> meeting.
C18/23	<b>Information on Aircraft Equipage In Air Navigation System Planning And Implementation</b>	That AFI States: a) Support surveys conducted on aircraft equipage and capabilities by providing the ICAO Regional offices with detailed information concerning their registered aircraft; and b) Use the information for planning and implementation of air navigation systems.	States APIRG	Accurate information available on fleet capabilities Consistent planning and implementation based on performance-based approach	Survey on AFI registered aircraft equipage to be conducted in 2014. Global survey on aircraft equipage conducted by IATA in 2012 with only two AFI- aircraft operating agencies.

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C18/24	<b>Contingency Planning for AFI VSATVSAT Networks Operations</b>	That, AFI aeronautical VSAT network managers develop contingency plans in coordination with their space segment provider (Intelsat) to ensure continuity of service in case of disruption or failure of their operated satellites.	States	Contingency plans developed to ensure business continuity	Aeronautical VSAT networks managers have initiated coordination with INTELSAT in June 2013 to identify appropriate contingency measures.
C18/25	<b>Adoption of best practices for AFI VSAT Networks</b>	That the AFI States and Air Navigation Services Providers (ANSPs) operating aeronautical VSAT Networks adopt the best practices stated at Appendix 3.4G to this report, as well as any other best practices to be developed or adopted by APIRG.	States	Interoperability between VSAT networks through compliance with SARPs and common industry best practices	Proposed best practices adopted by AFI VSAT networks managers (AFISNET, NAFISAT, SADC VSAT2). Status of implementation is monitored through established network management committees.

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C18/26	<b>Modernization of VSAT Networks</b>	That AFI States and Organizations adopt and implement strategies to modernize network continue to meet regionally/inter-regionally agreed performance requirements.	States	High performance and sustainable communication infrastructure	Plans developed for the modernization of existing VSAT networks (AFISNET, CAFSAT, NAFISAT and SADC VSAT/2)
C18/27	<b>Arrangements to ensure sustainability of NAFISAT and SADC VSAT/2 networks</b>	That, based on experience gained and available capabilities NAFISAT and SADC VSAT/2 participating States should establish administrative and funding arrangements in a timely manner to ensure that AFS requirements continue to be met.	States	Sustainable operation of NAFISAT and SADC VSAT networks	Implemented. Agreements reached between NAFISAT/ SADC VSAT participating States and Network Provider (ATNS and IATA) for seven-year extension of the current arrangements.
D18/28	<b>Establishment of A Task Force for The AFI Aeronautical VSAT Networks Regional Project</b>	That a Task Force be established to address issues related to the development of a regional project aimed to enhance the overall performance of AFI aeronautical VSAT networks, and converge towards a consolidated regional ATN infrastructure, with the terms of reference shown at Appendix 3.4H to this report.	APIRG	Coordinated transition towards a consolidated regional communication infrastructure	Task Force established. Implemented. First meeting of the Task Force held in Pretoria, South Africa in June 2013

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D18/29	<b>Multinational facility/service for an integrated AFI aeronautical telecommunication network (ATN) infrastructure.</b>	That the AFI integrated IP-based regional/interregional digital communication network be established as a multinational facility/service as defined in the Regional Air Navigation Plan (Doc 7474), that embraces a consolidated AFI Aeronautical Telecommunication Network (ATN) infrastructure.	APIRG States	Development of an integrated communication infrastructure based on guidelines established for multinational facility/service	The terms of reference of the Integrated Regional Telecommunication Infrastructure Task Force take due account of the multinational aspects of the AFI ATN.
C18/30	<b>Implementation of resolution COM6/24 (WRC-12)</b>	That, considering the critical role of VSAT technology in the provision of air navigation services within the AFI Region and its adjacent ICAO regions, AFI States support the implementation of Resolution COM6/24 (WRC-12) aimed at securing international protection of aeronautical frequency spectrum, by participating in related studies, surveys and meetings as may be organized under the coordination of ICAO.	States ESAF/WACAF Office	Resolution on international protection of C-Band supporting aeronautical VSAT operations by ITU WRC-15	Activities including seminars, workshops, studies, are underway to support ICAO's Position For ITU WRC-15, including implementation of WRC-12 Resolution 154 on VSAT C-Band protection.

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C18/31	<b>Updated AFI GNSS Strategy</b>	That AFI States adopt and implement the GNSS Strategy contained at Appendix 3.4K to this report.	States APIRG	Harmonized implementation of GNSS applications	AFI States notified of the updated GNSS implementation Strategy.  GNSS services and procedures are being implemented by States throughout the Region, in support of PBN operations.
D18/32	<b>Monitoring of SBAS development in ICAO Regions in the equatorial area</b>	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.	APIRG	Cost-effective implementation of SBAS	On-going activity
C18/33	<b>Funding of AFI SBAS Cost-Benefit Analysis</b>	That in coordination with AFCAC, ICAO facilitate the search for funding to support the conduct of an independent cost-benefit analysis on an AFI satellite-based augmentation system (SBAS).	ICAO AFCAC	Independent cost-benefit analysis on SBAS implementation available to States and users	Source of funding not yet identified to support an independent cost-benefit analysis for SBAS implementation in AFI.

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C18/34	<b>AFI Surveillance Strategy</b>	That the AFI States adopt and implement the Aeronautical Surveillance Implementation Strategy shown at Appendix 3.4L to this report.	States APIRG	Coordinated and consistent implementation of situational awareness systems	AFI States notified of the updated strategy for guidance in implementing aeronautical surveillance systems A TCB Project covering 5 ASECNA managed FIRs is being implemented
C18/35	<b>QMS Implementation and Establishment of Service Level Agreements</b>	That, in order to support the effective implementation of QMS, AFI States are urged to: a) take firm commitment at the level of Directors General of CAA Administrations to implement QMS supported by ISO 9001:2008; b) share their QMS implementation experience and support with other States; and c) establish and maintain formal Service Level Agreements (SLA) between data originators and AIS Providers as per sample template at Appendix 3.5A.	States ESAF/WACAF Regional Offices	Collaborate with States at level of DGCA's to ensure the executive commitment to QMS implementation and establishment of formal SLA's as required.	Not implemented.
D18/36	<b>Proposal for amendment to the AFI ANP/FASID (Doc 7474) related to e-TOD</b>	That, ICAO circulates and processes the amendment proposal for the AFI ANP/FASID (Part VIII) at Appendix 3.5B and C.	ICAO	Initiate an amendment proposal as appropriate	To note

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C18/37	<b>AFI Region e-TOD Implementation Seminar/Workshop</b>	That ICAO: a) organize regional seminar/workshop for States to promote harmonized implementation of e-TOD and; b) encourage States to send participants to the workshop.	ICAO	Promote a better understanding of the planning and implementation issues related to e-TOD	To note
D18/38	<b>Amendment of AFI Basic ANP/FASID to Reflect The Transition From AIS to AIM</b>	That, ICAO circulate and process the AFI ANP/FASID (Doc 7474 Vol.1&2) amendment proposals relating to the Transition from AIS to AIM at Appendix 3.5G and Appendix 3.5F1 to 3.5F9.	ICAO	Initiate an amendment proposal as appropriate	To note
C18/39	<b>Receiving WAFS Products and Related OPMET Information Through SADIS</b>	That, the following five States in the AFI region: Burundi, Eritrea, Liberia, Sao Tome and Principe and Sierra Leone which have not yet implemented SADIS, endeavor to address this deficiency in accordance with Conclusion 10/31 of the APIRG/10 meeting as a matter of urgency.	5 States (Burundi, Eritrea, Liberia, Sao Tome and Principe and Sierra Leone)	SADIS implemented	Not implemented. State letter sent to the concerned States, but no feedback received from them.

Conclusion /Decision No	Title of Conclusion/Decision	Text of Conclusion/Decision	Responsibility	Deliverable	Status
C18/40	<b>Implementation of The WAFS in The AFI Region</b>	<p>That SADIS Users/States in the AFI Region:</p> <p>a) who have not already implemented Secure SADIS FTP, arrange to obtain Secure SADIS FTP log on credentials from the SADIS Provider State;</p> <p>b) take action to obtain GRIB2 compatible visualization software from their workstation suppliers;</p> <p>c) monitor developments for future requirements of a SADIS satellite broadcast beyond 2015 and respond in a timely fashion to any future surveys/questionnaires on this subject in order to ensure their views are noted;</p> <p>d) apply for WAFS Internet File Service (WIFS) account(s) through the ISCS/WIFS Provider State for use as backup/contingency;</p> <p>e) review the published workstation evaluation reports in order to assess which systems best meet their needs; and</p> <p>f) make all efforts to migrate to Secure SADIS FTP before 30 November 2012 or risk losing access to the Internet-based provision of SADIS.</p>	AFI States	<p>a) Secure SADIS FTP log credentials obtained</p> <p>b) GRIB2 compatible visualization software obtained</p> <p>c) surveys/questionnaires on future requirements of SADIS satellite broadcast beyond 2015, responded in a timely fashion</p> <p>d) WIFS account obtained for backup/contingency use</p> <p>e) SADIS workstation software assessed and selected</p> <p>f) Migration to SADIS Secure SADIS FTP completed</p>	<p>Implementation in progress State Letter distributed to States on 30 August</p> <p>a) 34/46 (74%) States implemented in December</p> <p>b) 74% of States implemented</p> <p>c) More than 17 States applied for WIFS</p> <p>d) Ongoing</p> <p>e) 34/46 (74%) States migrated in December</p>

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C18/41	<b>Implementation of AMBEX Handbook Procedures</b>	That, Dakar and Pretoria RODB Provider States: a) implement an automatic OPMET data monitoring scheme using procedures in Chapter 12 and Appendix F of the AMBEX Handbook on quarterly basis (March 31, June 30, August, 31 and December 31 of each year); b) perform regular 24 hour simultaneous monitoring starting at 0000 UTC on the first Wednesday of every month; and c) distribute the monitoring statistics to the Chairman of the OPMET Management and the Secretariat with effect from July 2012.	AFI RODB Provider States (Senegal and South Africa)	a) An automatic OPMET data monitoring scheme implemented b) regular 24 hour simultaneous OPMET monitoring performed c) OPMET monitoring statistics distributed	Not entirely implemented by RODBs, item b) and c) still remain
D18/42	<b>Development of Back Up Procedures for The AFI RODBs</b>	That, a Core Team of experts consisting of Members from Kenya, Madagascar, Senegal, South Africa and ASECNA be established to develop back up procedures for the AFI RODBs.	Core Team	Back up procedures for the AFI RODBs developed	A Core team of Experts still working on the issue.  Procedures developed but not yet implemented

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C18/43	<b>Implementation of an AFTN Circuit between Dakar and Pretoria RODBs to Support Back-Up Contingency Capabilities</b>	That Dakar and Pretoria RODBs Provider States, a) investigate the best possible way to implement a backup circuit between the two RODBs for the implementation of the backup procedures between the RODBs, in time for the MTF/4 meeting September 2012 and b) implement reliable telecommunications facilities to support back-up procedures for the AFI RODBs.	AFI RODB Provider States (Senegal and South Africa)	a) A backup circuit between the two AFI RODBs implemented b) Reliable telecommunications facilities implemented between AFI RODBs	To note
D18/44	<b>Amendment to the AMBEX Handbook</b>	That, a) Appendices A and B to the AMBEX Handbook be updated by the MET/SG Secretariat to reflect AFTN addresses for the IROGs Bangkok, Jeddah and Rio de Janeiro; and b) the amended AMBEX Handbook given in Appendix 3.6A to this report, be: <i>i. endorsed as the AMBEX Handbook Seventh Edition, Amendment 2; and published by the MET/SG Secretariat by July 2012.</i>	APIRG Secretariat	AMBEX Handbook amended	AMBEX Handbook Seventh Edition, Amendment 2 placed on the website  New amendments introduced by new developments in OPMET exchange

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C18/45	<b>SIGMET Monitoring and OPMETOPMET Routing Tables</b>	That, a) the two AFI RODB Provider States be invited to monitor the reception of SIGMET information during the regular (twice yearly) EUR Region SIGMET tests and report; b) the two AFI IROGs and ROC Toulouse exchange their routing tables and verify the coherency of these tables; and c) the AFI IROGs be invited to review their current routing tables, the status of OPMET reception, and update the routing tables as necessary.	a) AFI RODB Provider States (Senegal and South Africa) b) AFI IROGs (Senegal and South Africa) and ROC Toulouse (France) c) AFI IROGs	a) AFI SIGMET information monitored during the regular EUR SIGMET tests b) AFI OPMET Routing tables exchanged and coherency verified c) AFI routing tables updated	Only item a) is implemented. Items b) and c) to be completed in 2014.
C18/46	<b>Implementation of AFI OPMET data catalogue</b>	That, the OPMET data catalogue given in Appendix 3.6B to this report, be expeditiously finalized and implemented by States in the AFI Region.	States	AFI OPMET data catalogue implemented	To note
D18/47	<b>Amendment to the AFI Regional SIGMET Guide</b>	That, the amendment to the SIGMET Guide given in Appendix 3.6C to this report, is approved as the AFI Regional SIGMET Guide Ninth Edition, Amendment 2.	APIRG Secretariat	AFI Regional SIGMET Guide amended	To be finalized by October 2013

Conclusion /Decision No	Title of Conclusion/Decision	Text of Conclusion/Decision	Responsibility	Deliverable	Status
C18/48	<b>Measures To Improve The Issuance of SIGMET in the AFI Region</b>	That, the ICAO Dakar and Nairobi Regional offices sensitize meteorological authorities in the AFI Region on the importance of continuous monitoring, by meteorological watch offices (MWOs), of hazardous meteorological conditions that would warrant the issuance of SIGMET information in their respective areas of responsibility.	ICAO RDs Dakar and Nairobi	MET authorities in the AFI Region sensitized on the continuous monitoring of hazardous meteorological conditions that would warrant the issuance of SIGMET	To note
C18/49	<b>Revision of OPMETOPMET Data Requirements</b>	That: a) information related to the requirements of OPMET data from non-AOP aerodromes as given at Appendix 3.6D to this report, be submitted by ICAO Dakar and Nairobi Regional offices to the concerned States for approval, before amending the AFI FASID MET Table 2A and Annex 1 to the SADIS User Guide (SUG); and b) the non-AOP aerodromes as listed in Appendix 3.6E to this report, be deleted from AFI FASID MET Table 2A.	ICAO RDs Dakar and Nairobi	AFI OPMET Data Requirements revised	To note

Conclusion /Decision No	Title of Conclusion/Decision	Text of Conclusion/Decision	Responsibility	Deliverable	Status
C18/50	<b>Improvement of OPMET Availability from AFI States Aerodromes</b>	That, efforts be made by the concerned States to improve the availability at Dakar RODB, of the required OPMET information from Accra, Conakry, Freetown, Kano, Kinshasa, Lagos and Luanda.	6 AFI States (Angola, DRC, Ghana, Guinea, Nigeria and Sierra Leone)	OPMET Availability improved	Improved OPMET availability from Accra, Kano, Kinshasa and Lagos. Implementation challenges in Conakry, Freetown, Luanda and Monrovia.
D18/51	<b>Preparation of AFI XML Transition Plan</b>	That, the preparation of the AFI XML Transition Plan be deferred until the adoption of Amendment 76 to Annex 3 (July 2013) at the earliest.	ICAO RDs Dakar and Nairobi	Preparation of AFI XML Transition Plan deferred	Preparation postponed for the implementation of ASBU B0-AMET Module
C18/52	<b>Issuance and Dissemination of SIGMET</b>	That: a) ICAO Regional offices should make concerted efforts to assist States address shortcomings and difficulties identified; b) the MWO Provider States listed in Appendix 3.6F take the required measures to remove operational shortcomings in SIGMET provision; and c) Roberts field and Kinshasa FIRs MWOs consider bilateral arrangements with adjacent MWOs (i.e. Dakar and Brazzaville MWOs respectively) for the provision of SIGMET information on behalf of the States concerned.	a) ICAO RDs Dakar and Nairobi b) AFI MWO Provider States c) Roberts and Kinshasa MWO Provider States	a) SIGMET Shortcomings and difficulties addressed b) Operational shortcomings in SIGMET provision removed c) SIGMET implemented in Roberts and Kinshasa MWOs	Kinshasa MWO has started issuing SIGMET from 13 September 2012 but Robertsfield MWO is not yet established

Conclusion /Decision No	Title of Conclusion/Decision	Text of Conclusion/Decision	Responsibility	Deliverable	Status
C18/53	<b>Awareness Seminars on the AFI Air Traffic Management Volcanic Ash Contingency Plan</b>	That ICAO Dakar and Nairobi Regional offices through the ATM/MET Task Force, conduct regional awareness seminars on the AFI ATM Volcanic Ash Contingency Plan in view of: a) Making all aviation stockholders in the AFI region aware of ATM VACP; b) Supporting its implementation; and c) Proposing further improvements to the plan.	ICAO RDs Dakar and Nairobi	Awareness seminar on VACP held	Awareness seminars/workshops have started in some States (ASECNA States, Cape Verde) on the management of VACP. Regional seminars planned for 2014.
C18/54	<b>Alternative Funding Sources for the Establishment and Implementation of QMS for the Provision of Aeronautical Meteorological Service and Aeronautical Information Management (AIM)</b>	That ICAO and WMO investigate as a matter of urgency other possible sources of funding besides cost recovery to assist States willing to enter into a twinning or bilateral arrangements in order to fast-track the implementation of QMS for the provision of aeronautical meteorological (MET) service and aeronautical information management (AIM)	ICAO/HQ and WMO	Funding sources provided for the implementation of QMS for MET and AIM	QMS/MET not implemented, alternative funding source not yet identified
C18/55	<b>States Participation In The Cooperative Programme for Operational Meteorology (COMET) Through Safe Skies For Africa (SSFA) Programme</b>	That: States requiring aeronautical meteorology training material from SSFA in collaboration with COMET to contact the ICAO Regional offices as appropriate.	States	Operational MET personnel trained through SSFA Programme	No feedback received from States

Conclusion /Decision No	Title of Conclusion/Decision	Text of Conclusion/Decision	Responsibility	Deliverable	Status
D18/56	<b>Future work programme of the MET sub-group</b>	That, the work programme of the MET/SG be updated as shown in Appendix 3.6I.	ICAO RDs Dakar and Nairobi	The MET/SG work programme updated	Implemented: work programme updated
C18/57	<b>Development of action plans on CO2 emissions reduction activities</b>	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; 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 e) ensure that civil aviation experts are included in their delegation attending UNFCC meetings where environmental issues are considered.	States	Activities to reduce CO2 emissions  AFI States are represented in UNFCC events	Regional Workshops on ASBUs and IFSET (Special Implementation Projects) held in Dakar and Nairobi in 2012

Conclusion /Decision No	Title of Conclusion/Decision	Text of Conclusion/Decision	Responsibility	Deliverable	Status
C18/58	<b>Estimation and reporting of operational benefits</b>	That States: 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; b) include environmental benefits analysis in their plans to implement operational improvements that may reduce fuel burn at a regional or national levels; and 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.	States, ATM/AIM/SAR SG, MET/SG and PRND WG	Implement the IFSET or more advanced estimation tools Promote use of IFSET	On-going activity.
D18/59	<b>Incorporation of Operational Benefits Tasks in the PRND Working Group Terms of Reference</b>	That the terms of reference of the PRND-WG be amended to include consideration of operational benefits related to environmental protection.	ATM/AIM/SAR SG, MET/SG	Update the PRND WG TOR to include environmental benefits estimation and reporting	The terms of reference of PBN Route Network Development Working Group were amended to include operational benefit tasks.

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C18/60	<b>Participation of the Africa-Indian ocean (AFI) region at AN-Conf/12</b>	That, in preparation for the Twelfth Air Navigation Conference (AN-Conf/12) to be held in Montreal from 10 to 30 November 2012: a) AFI States and aviation stakeholders participate in the workshops to be organized by ICAO in Dakar (July 2012) and Nairobi (August 2012); and b) AFCAC coordinate with States and regional organizations the development of a common AFI position at the AN-Conf/12 Agenda items.	States	Common AFI position for the conference developed	AFI States and AFCAC participated in the AN-Conf/12 and endorsed the revised GANP, ASBU methodology and associated technology roadmaps
C18/61	<b>Single centralized air navigation deficiencies database</b>	That States and International Organizations: a) test the centralized database on iSTARS platform using the guidance at Appendix 4.1A; b) update the data as necessary in coordination with ICAO Regional offices, Nairobi/Dakar; and c) provide feedback to ICAO Regional office, Nairobi/Dakar by 31 August 2012.	States	Implement elements of the C18/61	The AFI Air Navigation Database is operation on the ICAO Website On-going activity
C18/62	<b>Improvement of Deficiency Reporting</b>	That, in order to encourage reporting of deficiencies, follow up, collection of information on impediments to implementation, and to facilitate identification of solutions, AFI States and other stakeholders are encouraged to use the list of reporting areas at Appendix 4.3A to the report on agenda item 4.3, as a guide to minimum reporting.	States, ANSPs, Users, User organizations, civil aviation professional organizations (IFALPA, IFATCA, IFATSEA)	Report on the deficiencies, at least on the minimum reporting areas	Implementation has started. On-going activity.

Conclusion /Decision No	Title of Conclusion/Decision	Text of Conclusion/Decision	Responsibility	Deliverable	Status
C18/63	<b>Measures to Address Human Factors And Infrastructure Deficiencies</b>	<p>That, among efforts to reduce deficiencies, States address the following Human Factors and aviation infrastructure issues:</p> <p><b>a) Human Factors</b></p> <p>i) Undertake training courses to improve the proficiency of controllers on one hand and to assist them in the implementation of runway safety measures on the other hand; and</p> <p>ii) Undertake pilot training on the implementation of runway safety measures, crew discipline onboard and measures preventing loss of control.</p> <p><b>b) Infrastructure deficiencies</b></p> <p>i) Implement previous APIRG Conclusion on CPDLC implementation to back-up VHF and HF in remote areas; and</p> <p>ii) Implementation and usage of PBN in TMAs.</p>	States	Enhanced strategies to improve safety	<p>Training underway in the AFI Region to address human factors issues.</p> <p>Controller-Pilot Data Link Communications (CPDLC) implemented in oceanic FIRs, and several continental FIRs</p> <p>PBN implementation in TMAs is in progress in the AFI Region (more than 13 States have reported PBN implementation).</p>
C18/64	<b>Participation of Stakeholders in the APIRG Meetings</b>	That States extend invitation to all stakeholders including meteorology and airport operators and Air Navigation Service Operators (ANSPs) to participate in APIRG meetings.	States	Improved attendance and comprehensive handling of air navigation issues	Implementation in progress. APIRG/19 List of attendance includes CAAs and stakeholders' representatives.