

**APIRG CONCLUSIONS & DECISIONS RELATED TO ATM, AIM AND SAR FIELDS**

| <b>Cons/Decs No. Strategic Objectives*</b> | <b>Title of Cons/Decs</b>                                      | <b>Text of Cons/Decs</b>  | <b>Follow-up Action</b> | <b>To be initiated by</b> | <b>Deliverable/ Intended Outcome</b> | <b>Target Dates</b> | <b>Status of Implementation</b> |
|--|--|---|-------------------------|---------------------------|--------------------------------------|---------------------|---------------------------------|
| <b>CONCLUSION 13/24</b>                    | <b>UPDATE OF NOTES IN TABLE ATS-1 OF THE AFI ANP</b>           | That the notes on ATS routes Table ATS-1 of ICAO's Air Navigation Plan – Africa-Indian Ocean (Doc 7474) be updated as shown in Appendix G to this report.   |                         |                           |                                      |                     |                                 |
| <b>CONCLUSION 13/25</b>                    | <b>TARGET DATE FOR IMPLEMENTATION OF ATS ROUTES</b>            | That the relevant ICAO regional Offices invite states concerned to implement the routes shown in Appendix H to this report as soon as possible, and ideally no later than 28 November 2002 ,and ensure that implementation is carried out in a harmonized manner. |                         |                           |                                      |                     |                                 |
| <b>CONCLUSION 13/26</b>                    | <b>COORDINATION MEETING BETWEEN ALGERIA, LIBYA AND TUNISIA</b> | That the proposal for the deletion of ATS routes/ route segments of UR986 and UG623 be discussed within the framework of bilateral/multilateral meetings to be organized under the aegis of ICAO, pursuant to AFI/7 ran meeting conclusion 5/9.                   |                         |                           |                                      |                     |                                 |
| <b>CONCLUSION 13/27</b>                    | <b>INFORMAL MEETING BETWEEN ALGERIA ,</b>                      | That an informal coordination meeting be organized under the aegis of ICAO between Algeria, morocco and Senegal to explore ways and   |                         |                           |                                      |                     |                                 |

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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   |
|-------------------------------------|---|---|--|--------------------|---|---|--|
|                                     | <b>MOROCCO AND SENEGAL</b>                              | means of addressing problems associated with aircraft straying into Alger FIR (prohibited area p64) at point "bulis".   |  |                    |   |   |  |
| <b>CONCLUSION 13/28</b>             | <b>IMPLEMENTATION OF ATS ROUTE UM 114</b>               | That Algeria, Nigeria, Ghana, ASECNA and IATA meet under the auspices of ICAO to finalize the implementation of RNAV route UM114.   |  |                    |   |   |  |
| <b>CONCLUSION 13/29</b>             | <b>AMENDMENT TO AFI ANP TABLE ATS-1</b>                 | That the AFI ANP Table ATS-1 be amended to include:<br><br>a) a requirement for ATS routes:<br>i) Johannesburg – Francistown – Victoria falls – Livingstone;<br>ii) Madera – TIKAT; and<br>iii) El Obeid – AVONO; and<br><br>b) extend UR982 (Lome – Sao tome). |  |                    |   |   |  |
| <b>DECISION 13/30 A&amp;C</b>       | <b>CRITERIA FOR THE ESTABLISHMENT OF NEW ATS ROUTES</b> | That the ATS/AIS/SAR Sub-Group develop criteria for the establishment of new ATS routes in the AFI Region.  | ATS/AIS/SAR SG develop criteria          | ATS/AIS/SAR SG     | Criteria for new routes established     | APIRG/19                                | Status to be reviewed by SG/13<br><br>Superseded by Decision 17/50 |
| <b>CONCLUSION 13/31 A&amp;C</b>     | <b>IMPLEMENTATION OF THE AIR TRAFFIC CONTROL</b>        | <del>That States, which have not done so, implement area control service in accordance with the priorities set out</del>  | Implement air traffic control service as | States             | Air Traffic control service implemented | <del>28 Nov 2002</del><br>31 March 2014 | Status to be reviewed by SG/13                                     |

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|                                     | <b>SERVICE</b>  | <p>in APIRG/12 Conclusion 12/20, not later than 28 November 2002.</p> <p>That States, which have not done so</p> <p>(a) implement air traffic control in the upper airspace; and</p> <p>(b) implement air traffic control service along all ATS routes contained in Table ATS 1 of the AFI Air Navigation Plan as soon as possible, but in any case not later than the 31 January 2014</p>  |  |                    |  |              |                          |
| <b>CONCLUSION 13/32 A</b>           | <b>ALLOCATION OF ICAO FIVE-LETTER NAME-CODE DESIGNATORS FOR THE ATS ROUTE CROSSING POINTS</b> | <p>That:</p> <p>a) States <del>allocate Five Letter Name Code designators to all ATS routes crossing points, where such points are not marked by navigational aids; and</del></p> <p>b) <del>While establishing significant and transfer of control and communications points, States follow the guiding principles governing the establishment and identification of significant points, transfer of control/communications points and allocation of Five letter Name Code designators to such</del></p> | <del>States access the ICARD system and coordinate 5LNC waypoints for ATS routes</del> | States             | 5LNC allocated to all significant points on ATS routes | 2015         | Overtaken by events      |

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|                                     |   | <del>points.</del>   |                                     |                        |                               |              |                          |
| <b>CONCLUSION 13/33</b>             | <b>ACAS II TRANSITION PERIOD AND EXEMPTION PROCESS IN THE AFI REGION</b>      | That:<br>a) the end of the transition period for the mandatory carriage of ACAS be fixed to 1 January 2003; and<br><br>b) an ICAO regional office be designated to coordinate the elements of ACAS II exemptions in the AFI Region during the transition.      |                                     |                        |                               |              |                          |
| <b>CONCLUSION 13/34</b>             | <b>CARRIAGE AND OPERATION OF PRESSURE-ALTITUDE REPORTING SSR TRANSPONDERS</b> | That the AFI Regional Supplementary Procedures (Doc 7030) be amended to include the following procedure:<br><br>“All aircraft intending to fly in airspace Classes B to E carry and operate an SSR pressure-altitude reporting transponder by 1 January 2003”. |                                     |                        |                               |              |                          |
| <b>CONCLUSION 13/35 A</b>           | <del><b>AIC ON THE USE OF SSR TRANSPONDERS</b></del>                          | <del>That ICAO invite States to publish the specimen AIC indicated at Appendix I to this report on the use of pressure altitude reporting SSR transponders as soon as the relevant</del>   | <del>ICAO issue States letter</del> | <del>ICAO States</del> | <del>AIC published</del>      |              | Implemented              |

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|                                     |   | <del>amendment to the Regional Supplementary Procedures (Doc 7030) is approved by the Council of ICAO.</del>  |  |                    |   |              |   |
| <b>CONCLUSION 13/36 A</b>           | <b>TRAINING OF PILOTS AND AIR TRAFFIC CONTROLLERS ON THE USE OF ACAS</b>            | That States take appropriate action in order to provide the necessary training to pilots and air traffic controllers on the use of ACAS procedures.   | States take action and provide necessary training<br><br><b>To be included in Training organizations' syllabus</b> | States             | Training provided to pilots and ATCOs   |              | TAG has noted that this is still an issue<br><br>Status to be reviewed by SG/13 |
| <b>CONCLUSION 13/37 A</b>           | <b>PUBLICATION OF ACAS AND SSR TRANSPONDER REQUIREMENTS IN NATIONAL LEGISLATION</b> | <del>That ICAO invite States, that have not done so, to publish in their national legislation the appropriate guidance material for enforcement of awareness on ACAS II and pressure-altitude reporting SSR transponders requirements as soon as possible, but not later than 1 January 2002.</del> | ICAO issue State letter  | ICAO<br><br>States | National legislation published, incorporating guidance material for ACAS II and SSR transponders requirements | 1-Jan 2002   | Addressed under USOAP   |
| <b>CONCLUSION 13/38</b>             | <b>PUBLICATION OF A DRAFT AIC ON ACAS II IMPLEMENTATION</b>                         | That ICAO urge AFI States, which have not done so, to publish as soon as possible, but no later than AIRAC date of 13 December 2001, the AIC on ACAS II implementation as indicated in Appendix J to this report.   |  |                    |   |              |   |
| <b>CONCLUSION</b>                   | <b>PROCEDURES ON THE</b>  | <del>That ICAO gives priority to the</del>  | ICAO develop procedures  | ICAO               | ACAS II   |              | Status to be reviewed   |

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| <del>13/39</del><br>A               | <del>USE OF ACAS II</del>  | <del>development of procedures on the use of ACAS II.</del>   |   |                    | <del>procedures developed</del>      |              | by SG/13<br>Obsolete. Refer to Doc 4444, Section 12.3 ATC Phraseologies    |
| CONCLUSION 13/40                    | REVIEW OF AIRSPACE ORGANIZATION  | That States be urged to take prompt action on the proposed changes to the airspace organization indicated at Appendix K to this report.   |   |                    |                                      |              |  |
| CONCLUSION 13/41<br>A&C             | PROVISION OF AIR TRAFFIC SERVICES IN THE UPPER AIRSPACE                                | <del>That, in order to improve the provision of air traffic services in the upper airspace, air traffic services be provided, where applicable, by the ACC/FIC responsible for that FIR.</del>  | <del>States/ANSPs make provisions for ATS in upper airspace</del>                       | States             | ATS provided in upper airspace       |              | Status to be reviewed by SG/13<br><br>Addressed by Concl. 13/31 as amended |
| CONCLUSION 13/42<br>A               | IMPLEMENTATION OF THE WORLD GEODETIC REFERENCE DATUM – 1984 (WGS-84) IN THE AFI REGION | That:<br>a) States which have not done so, be invited to expedite action in order to implement the WGS-84 Coordinates in the Region;<br>b) ICAO be invited to assist in the transformation of coordinates on the FIR boundary points in the AFI Region. | States expedite the implementation of WGS-84.<br><br>States allocate adequate resources | States             | WGS-84 implemented in all AFI States |              | Status to be reviewed by SG/13<br><br>Consolidate with Conc. 17/90         |

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| <b>CONCLUSION 13/43 A&amp;C</b>     | <b>IMPLEMENTATION OF 10-MINUTE LONGITUDINAL SEPARATION</b> | <p>That:</p> <p>a) Those States that have not implemented 10-minute longitudinal separation minima by 23 March 2000, as called for by APIRG/12 Recommendation 12/44, be reminded of the prerequisites for ensuring the safe implementation of this requirement; and</p> <p>b) Once the prerequisites referred to in a) above have been met, inclusion on the non-implementation of 10-minute longitudinal separation minima in the list of shortcomings/deficiencies as defined by ICAO be considered.</p> | <p>ICAO issue a State letter</p> <p>Affected States include non-implementation in the list of shortcomings/deficiencies</p>   | States                    | 10-minute longitudinal separation implemented in AFI               |              | <p>Status to be reviewed by SG/13</p> <p>Consolidate with Concl. 14/24</p> <p>Check if still necessary</p> |
| <b>CONCLUSION 13/55 A</b>           | <b>PROVISION OF SEARCH AND RESCUE SERVICES</b>             | <p>That:</p> <p>a) The Secretariat follow, through missions, the implementation of SAR provisions within the AFI Region and keep APIRG apprised of developments;</p> <p>b) States accord high priority to the implementation of ICAO</p>   | <p>ICAO organizes SAR missions to States as part of Regional Office activities and provides guidance and support.</p> <p>States promote ICAO/IMO Protocols in SAR</p> | <p>ICAO</p> <p>States</p> | <p>Missions on SAR organized</p> <p>ICAO/IMO protocols used to</p> | APIRG/19     | <p>Status to be reviewed by SG/13</p> <p>Consolidate with Concl. 17/68 and 14/28 , 15/48</p>               |

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|                                     |   | <p>provisions in respect of search and rescue services;</p> <p>c) ICAO assist States through special implementation projects (SIPs) in order to promote the implementation of SAR provisions; and</p> <p>d) States concerned in maritime SAR promote the existing ICAO/IMO protocols in order to enhance efficiency in the aeronautical maritime SAR.</p> |   |                    | enhance                          |              |  |
| CONCLUSION 13/56                    | SEARCH AND RESCUE PROJECT INITIATED BY AFCAC                | That States, in cooperation with ICAO, be encouraged to participate in the project initiated by AFCAC for the improvement of search and rescue services in the AFI region.  |   |                    |                                  |              |  |
| CONCLUSION 13/57 A                  | NEED FOR COOPERATION AGREEMENTS ON THE USE OF COSPAS-SARSAT | That States within the coverage of MCCS implemented in the AFI Region (Algeria, South Africa) conclude cooperation agreements with the COSPAS-SARSAT organization and host States in order to allow them to receive data from the COSPAS-SARSAT system.   | Concerned States conclude agreements to receive data from COSPAS-SARSAT | States             | Cooperation Agreements concluded | APIRG/19     | Status to be reviewed by SG/13<br><br>UPDATE |

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| <b>DECISION 13/58</b>               | <b>ESTABLISHMENT OF A TASK FORCE ON RVSM AND RNAV/RNP IMPLEMENTATION</b> | <p>That an APIRG Task Force dedicated to RVSM and RNAV/RNP implementation be established, with the terms of reference shown at Appendix Z7 to this report.</p> <p><i>Note 1: The Task Force should maintain close coordination with the ATS/AIS/SAR/SG ASM Task Force, and its terms of reference should be harmonized with those of the ASM Task Force.</i></p> <p><i>Note 2: SATMA and Eurocontrol should be invited to assist the Task Force.</i></p> |                                     |                    |  |              |   |
| <b>CONCLUSION 13/59 A&amp;C</b>     | <b>IMPLEMENTATION OF RNP/5 IN THE AFI REGION</b>                         | <p>That VHF coverage be improved in the <del>Algers, Brazzaville, Dakar, Khartoum, Kinshasa, Luanda, N'djamena, Niamey and Tripoli</del> FIRS to facilitate early introduction of RNP 5.</p>   | Concerned FIRs improve VHF coverage | Concerned FIRs     | RNP 5 introduced in the concerned FIRs | APIRG/19     | <p>Status to be reviewed by SG/13</p> <p>Superseded by Decision 17/50</p> |
| <b>CONCLUSION 13/60</b>             | <b>COORDINATION MEETING BETWEEN LIBYA AND ADJACENT STATES</b>            | <p>That regular interface meetings be organized under the aegis of ICAO, between Libya and adjacent States, in order to address issues relating to ATS coordination procedures and communications.</p>   |                                     |                    |  |              |   |

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| <b>CONCLUSION 13/76 A</b>           | <b>PROMULGATION OF NATIONAL AIRBORNE COLLISION AVOIDANCE SYSTEM (ACAS) POLICIES</b> | <del>That each AFI/EUR interface State promulgate without delay an AIC clearly stating its national ACAS II exemption policy, including minimum equipment list (MEL) exemption.</del> | States promulgate AIC | States             | AIC promulgated               | APIRG/19     | Status to be reviewed by SG/13<br><br>Addressed under USOAP |
| <b>CONCLUSION 13/85:</b>            | <b>INITIAL IMPLEMENTATION OF RVSM IN THE AFI REGION</b>                             | That RVSM be implemented in the AFI region concurrently with or soon after its implementation in the EUR Region, and initially between FL 350 and FL 390.                             |                       |                    |                               |              |   |
| <b>CONCLUSION 13/86</b>             | <b>SEMINARS/ WORKSHOPS ON RVSM AND RNAV/RNP</b>                                     | That ICAO, as well as States and international organizations in a position to do so, organize seminars/workshops on RVSM and RNAV/RNP in the AFI Region.                              |                       |                    |                               |              |   |
| <b>CONCLUSION 13/87</b>             | <b>AMENDMENT OF THE AFI CNS/ATM IMPLEMENTATION PLAN (DOC 003)</b>                   | That the <i>AFI CNS/ATM Implementation Plan</i> (Doc 003) be amended as shown at Appendix S to this report.   |                       |                    |                               |              |   |
| <b>CONCLUSION 14/18</b>             | <b>AMENDMENT TO AFI ANP TABLE ATS 1</b>   | That ICAO AFI ANP Table ATS 1 be amended to include a requirement for ATS routes:   |                       |                    |                               |              |   |

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|                                     |  | a) Geneina - Port Sudan (RNAV);<br>and<br>b) Cotonou - Malabo.   |   |                    |   |                         |   |
| <b>CONCLUSION 14/19</b>             | <b>IMPLEMENTATION OF ATS ROUTES, INCLUDING RNAV ROUTES</b> | That States that have not yet done so implement, as soon as possible and in any case not later than the AIRAC date of 10 June 2004, ATS routes in their FIR as shown in Appendix E to this report.   |   |                    |   |                         |   |
|                                     |  |  |   |                    |   |                         |   |
| <b>CONCLUSION 14/20 A</b>           | <b>IMPLEMENTATION OF ATC SERVICE</b>                       | <del>That States that have not yet done so implement ATC service along all ATS routes contained in Table ATS-1 of the AFI Air Navigation Plan as soon as possible, but in any case not later than the AIRAC date of 10 June 2004 in the spirit of AFI/7 Recommendation 5/21.</del>                                   | <del>States implement ATC service As per AFI/7 RAN Rec 5/21</del> | <del>States</del>  | <del>ATC service implemented along all ATS routes</del> | <del>10 June 2010</del> | <del>Status to be reviewed by SG/13<br/><br/>Superseded by Conc. 17/50 as amended</del> |
| <b>CONCLUSION 14/21</b>             | <b>IMPLEMENTATION OF RVSM IN THE AFI REGION</b>            | That:<br>a) the RVSM implementation task force finalize the development of a comprehensive implementation strategy/action plan, taking into consideration work so far done and that of the expert groups (RGSP Panel, NATSPG, Eurocontrol, SAT meeting and MECMA), as well as the material at Appendix F, as soon as |   |                    |   |                         |   |

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|                                     |   | <p>possible and not later than 31 December 2003;</p> <p>b) the implementation strategy/ action plan be circulated to States and international organizations for comments, which should be received not later than 31 march 2004;</p> <p>c) States do their utmost to implement RVSM in selected airspaces by the AIRAC cycle date of January 2005, concurrently with the CAR/SAM region; and</p> <p>d) a coordination meeting be convened in September 2004 to make a go/no-go decision regarding the implementation of RVSM.</p> |                  |                    |                               |              |                          |
| <b>CONCLUSION 14/22</b>             | <b>IMPLEMENTATION OF RNAV ROUTE UM114</b> | That the Ghana ATS Authority implement and delegate to Kano/Lagos ATS Authorities the portion of UM114 within its airspace.   |                  |                    |                               |              |                          |
| <b>CONCLUSION 14/23</b>             | <b>DELINEATION OF FIR BOUNDARIES</b>      | That ICAO convene a meeting between Algeria and Tunisia to harmonize the publication, in their respective AIPs, of the delineation of the FIR boundaries pursuant to AFI/7 recommendations 5/1 and 5/9 and  |                  |                    |                               |              |                          |

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|  |   | APIRG Conclusion 13/26.   |   |                    |   |                            |  |
| <p><b>CONCLUSION 14/24 A &amp; C</b></p> | <p><b>IMPLEMENTATION OF 10-MINUTE LONGITUDINAL SEPARATION MINIMUM</b></p> | <p>That:</p> <p>a) States that have not already done so urgently implement the 10-minute longitudinal separation minimum, taking into cognizance the relevant requirements in APIRG Conclusion 3/43 and the provisions of ICAO PANS-ATM (Doc 4444/501) and AFI CNS/ATM System Plan (Doc.003);</p> <p>b) ICAO amend Doc 7030 to harmonize with the provisions in the PANS-ATM (Doc 4444/501); and</p> <p>c) ICAO, through its regional offices, ensure adequate coordination with the neighbouring regions that have not yet implemented the 10-minute longitudinal separation minimum, in particular the ASIA Region.</p> | <p>States implement 10-minute longitudinal separation on all ATS routes</p> | <p>States</p>      | <p>Harmonized implementation of 10 minute longitudinal separation</p> | <p>As soon as possible</p> | <p>Status to be reviewed by SG/13</p> <p>Consolidate with Concl. 13/43</p> |

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| <b>CONCLUSION 14/25 A</b>           | <b>DEVELOPMENT OF CHART ATM 1 (PART V ATM OF THE AFI FASID)</b> | That the SSR code allotment plan (Chart ATM 1 for Part V ATM FASID) as contained in Appendix G to this report be published in the AFI FASID.  | Publication of SSR code allotment as per Attachment G                   | ICAO               | Code allotment for AFI States published in the AFI FASID | APIRG/15     | Status to be reviewed by SG/13<br><br>Implemented  |
| <b>CONCLUSION 14/26</b>             | <b>CLASSIFICATION OF AIRSPACES</b>                              | That ICAO expedite the revision of the current airspace classification of airspaces with a view to reducing and simplifying them for uniform application.   |   |                    |  |              |  |
| <b>CONCLUSION 14/27</b>             | <b>DEVELOPMENT OF AIS/MAP SIP</b>                               | That ICAO initiate a Special Implementation Project (SIP) to assist States with the production of the AIP in the new format, publication of WGS-84 information charts and publication of World Aeronautical Chart-ICAO 1:1 000 000. |   |                    |  |              |  |
| <b>CONCLUSION 14/28 A</b>           | <b>ORGANIZATION OF REGIONAL SAR SEMINARS/ WORKSHOPS</b>         | That ICAO organizes regional SAR seminars/workshops in order to sensitize States to the need to take remedial action to implement the ICAO provisions relating to SAR.  | Organize SAR seminars/workshops and invite States and SAR organizations | ICAO               | SAR seminars/workshops organized on a yearly basis       | Annual event | SAR workshops are being convened annually with the ASSI TF meetings<br><br>Consolidate with Concl. 17/68 and 13/55 |

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| <b>CONCLUSION 14/29 A</b>           | <b>ATM SAFETY MANAGEMENT SYSTEMS</b>                                    | That, in order to enhance safety, security and efficiency in air navigation services, States that have not done so expedite the implementation of relevant ICAO provisions relating to safety management systems, taking into account the provisions of Annex 11, 2.26 and the PANS-ATM (Doc 4444).  | States implement SMS  | States             | Implementation of ICAO SMS                                  | 2010         | Status to be reviewed by SG/13<br><br>Can be addressed together with Con 17/64 |
| <b>CONCLUSION 14/30 A&amp;C</b>     | <b>“SINGLE SKY” CONCEPT IN AIR TRAFFIC MANAGEMENT IN THE AFI REGION</b> | That :<br>a) the vision of the AFI Region on the “single sky” be aligned with ICAO concept of “global air traffic management”; and<br>b) ICAO develop the definition of the “single sky” concept and provide to the States of the AFI Region guidance material and the orientation for a progressive implementation of the “single sky” in Africa, taking into account the global ATM operational concept. | Alignment of Single Sky concept vision with ICAO global air traffic management concept.<br><br>Provide guidance to States on implementation | ICAO               | ICAO Single Sky Concept in Africa developed and implemented | 2010         | Status to be reviewed by SG/13   |
|                                     |   |  |   |                    |   |              |  |

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| <b>CONCLUSION 14/31 A</b>           | <b>CARRIAGE AND OPERATION OF AIRBORNE COLLISION AVOIDANCE SYSTEM (ACAS) AND PRESSURE ALTITUDE REPORTING TRANSPONDERS</b> | That States that have not done so expedite the implementation of mandatory carriage and operation of ACAS II and carriage and operation of pressure-altitude reporting transponders by aircraft in conformity with ICAO Annex 6, Part I, paragraphs 6.18 and 6.19, Annex 6, Part II, paragraph 6.13.1, Annex 10, Vol. IV, Doc 8168, Volume I, Part VIII and the PANS-ATM (Doc 4444), Chapter 8, paragraph 8.5. | States Regulators ensure operators implement mandatory carriage of ACAS-11 transponders and pressure altitude reporting transponders | States             | Carriage of ACAS-11 and pressure-altitude reporting transponders by all operators in accordance with ICAO SARPs and guidance material | APIRG/19     | Implementation on a continuous basis |
|                                     |  |  |  |                    |   |              |                                      |
| <b>CONCLUSION 15/27 A&amp;C</b>     | <b>AIR TRAFFIC MANAGEMENT AND AIR ROUTE STRUCTURE IMPROVEMENTS</b>   | That ICAO develop a comprehensive planning document for overall ATM and air route structure improvements in the AFI Region; through the special implementation project (SIP) mechanism, use the planning document as the basis for obtaining the funds from the donor organizations to fund the project.   | Develop a planning document on air route structure implementation in AFI Region  | ICAO               | Comprehensive planning document on air route structure developed  | 2005-2010    | Status to be reviewed by SG/13       |
| <b>CONCLUSION 15/28 C</b>           | <b>FUEL EFFICIENCY MEASURES</b>  | That States:<br><br>a) identify, with IATA and local airlines, actions that would provide fuel efficiency;<br><br>establish and promulgate a   | Develop measures and a strategy that would provide for long term fuel efficiency in AFI Region                                       | States             | Fuel efficiency measures in place   | 2005-2015    | Status to be reviewed by SG/13       |

| 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              |
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|                                     |  | <p>program to implement fuel efficiency measures; and</p> <p>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>  |   |                        |  |                 |                                       |
| <p><b>CONCLUSION 15/29 A</b></p>    | <p><b>REPORTING AND ANALYSIS OF ATS INCIDENTS</b></p>  | <p>That, in compliance with Assembly Resolution A31-10 (Improving accident prevention in civil aviation), the provisions in the ICAO Annex 13 (Aircraft Accident and Incident Investigation), paragraph 7.3, and AFI/7 Recommendation 5/26 (Reporting and analysis of ATS incidents), States establish incident reporting systems which should be non-punitive and educational in order to register the maximum number of incident reports.</p> | <p>States establish incident reporting systems to maximum number of incidents.</p>        | <p>States</p>          | <p>All incidents and accidents are properly investigated and reported.</p> <p>Non-punitive and educational reporting systems established</p> | <p>2012</p>     | <p>Status to be reviewed by SG/13</p> |
| <p><b>CONCLUSION 15/30 A</b></p>    | <p><b>ATS OPERATIONAL AUDITING AND PROFICIENCY</b></p> | <p>That, in the spirit of AFI/7 Conclusion 5/27 (ATS operational auditing and proficiency</p>   | <p>Include lack of standard auditing and proficiency in ATS units as in APIRG list of</p> | <p>ICAO<br/>States</p> | <p>Lack of standard auditing and proficiency</p>   | <p>APIRG/16</p> | <p>Status to be reviewed by SG/13</p> |

| 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             |
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|                                     | MAINTENANCE  | maintenance), the lack of standard auditing and proficiency maintenance procedures in ATS units of States be included in the APIRG list of deficiencies relating to the ATM field.   | ATM deficiencies   |                    | included in APIRG list of deficiencies related to ATM |              |                                      |
| <b>CONCLUSION 15/31 A&amp;C</b>     | <b>APPLICATION OF FLEXIBLE USE OF AIRSPACE (FUA)</b> | That:<br>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<br>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/19     | Implementation on a continuous basis |
| <b>CONCLUSION 15/32 A</b>           | <b>ATS SAFETY MANAGEMENT</b>                         | That States which have not done so, implement a systematic and appropriate ATS Safety Management Programme to ensure safety is maintained in the provision of ATS within airspaces and at aerodromes (Annex 11 — Air Traffic Services  | Implement SMS as per Annex 11  | States             | SMS programme implemented                             | 2012         | Status to be reviewed by SG/13       |

| 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                               |
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|                                     |  | refers).   |  |                    |                               |                              |  |
| <b>CONCLUSION 15/45</b>             | <b>IMPLEMENTATION OF ATC SERVICE</b>                       | That States which have not yet done so implement air traffic control (ATC) service along all ATS routes contained in Table ATS 1 of the Air Navigation Plan — <i>Africa-Indian Ocean Region</i> (Doc 7474), as soon as possible, but not later than 28 September 2006, in the spirit of AFI/7 Recommendation 5/21 (Provision of area control service). |  |                    |                               |                              |  |
| <b>CONCLUSION 15/46</b>             | <b>AMENDMENT TO AFI ANP TABLE ATS-1</b>                    | That,<br>a) the ICAO AFI ANP Table ATS-1 be amended to include a requirement for ATS routes, at Appendix L.<br>b) the ATS routes, at Appendix M, be deleted from the AFI ANP; and<br>c) that ATS routes, at Appendix N, be realigned as shown.   |  |                    |                               |                              |  |
| <b>CONCLUSION 15/47 A&amp;C</b>     | <b>IMPLEMENTATION OF ATS ROUTES, INCLUDING RNAV ROUTES</b> | That:<br>a) <del>States which have not yet done so expedite the implementation of ATS routes shown in</del>  | <del>Prepare and coordinate for harmonized implementation of RNAV routes</del> | States             | RNAV routes implemented       | <del>28 September 2008</del> | Status to be reviewed by SG/13<br><br>Can be addressed |

| 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  |
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|  |   | <p>Appendix O as soon as possible but not later than 28 September 2006.</p> <p>b) <del>the realigned RNAV routes UM998 (Gaborone, Maun, Luena and Maiduguri) and UM731 (Johannesburg, Saurimo and N'Djamena) through Angola, Botswana, Central African Republic, Chad, Congo, D.R. Congo, Libya, Nigeria, South Africa and Zambia be implemented on the common aeronautical information regulation and control (AIRAC) date of 19 January 2006; and</del></p> <p><del>Angola, Botswana and D.R. Congo implement segments of RNAV routes UM998 at the common AIRAC date of 19 January 2006.</del></p> |  |                    |                                      |              | <p>together with Conclusion 16/46</p> <p>Superseded by Decision 17/50</p> |
| <p><b>CONCLUSION 15/48 A&amp;C</b></p> | <p><b>SAR COOPERATION AGREEMENTS AMONGST STATES</b></p> | <p>That, in order to promote a more effective and economic utilization of SAR facilities, States should enter into precise agreements with other States in order to pool their resources and provide mutual assistance in SAR operations, using the specimen</p>   | <p>Coordinate for signing of SAR Agreements in order to promote economic utilization of SAR facilities</p> | <p>States</p>      | <p>SAR Agreements between States</p> | <p>2012</p>  | <p>Status to be reviewed by SG/13</p>                                     |

| 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  |
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|                                     |  | agreement in Appendix I of the International Aeronautical and Maritime Search and Rescue (IAMSAR) Manual, Volume I — Organization and Management (Doc 9731).   |   |                    |   |              |   |
| <b>CONCLUSION 15/49</b><br><b>A</b> | <b>IMPLEMENTATION OF SAR LEGISLATION</b> | <p>That, as a matter of priority, States undertake to:</p> <p>a) <del>enact the SAR legislation that will make SAR operations legal, and empower the SAR mission coordinator to request external assistance when the available facilities and personnel are unable to cope with an emergency or are deemed inadequate to cope with a distress situation; and</del></p> <p>b) <del>ensure that the request referred to in a) is not delayed by any approval requirements from high level authorities, and that a notification should be sufficient.</del></p> | <del>Make provisions for SAR legislation to be enacted and published as part of CE1</del> | States             | SAR Legislation enacted in all AFI States | 2012         | Status to be reviewed by SG/13<br><br><b>Addressed under the ICAO USAOP</b> |

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| <b>CONCLUSION 15/50</b>             | <b>AFCAC PROJECT IN THE SAR FIELD</b>   | That, because of persistent problems that still hinder the implementation of ICAO's requirements in the SAR field, States be urged to support the AFCAC SAR project, the objective of which is to accelerate the implementation of ICAO SAR requirements and emphasizing, in particular, related legislation, organizational matters and agreements.   |                  |                    |                               |              |                          |
| <b>CONCLUSION 15/51</b>             | <b>SAFETY ASSESSMENT DATA, REMEDIAL ACTIONS AND TARGET DATE FOR AFI RVSM IMPLEMENTATION</b> | That:<br>a) States pursue stringent incident reporting measures and take appropriate remedial actions in order to comply with the total TLS;<br>b) States intensify their efforts in reducing the incident rates to support positive CRA results;<br>c) States continue to provide the required safety assessment data to ARMA on a monthly basis using Forms 1, 2, 3 and the revised Form 4;<br>d) the actual date/time of implementation of RVSM |                  |                    |                               |              |                          |

| 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 |
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|                                     |                                    | <p>will be determined taking into account:</p> <ul style="list-style-type: none"> <li>i) the completion of the activities in the AFI RVSM, Strategy/Action Plan;</li> <li>ii) the development of an acceptable PISC and its subsequent approval by the Commission;</li> <li>iii) the approval by Commission of <i>Regional Supplementary Procedures</i> (Doc 7030/4) relating to RVSM; and</li> <li>e) the target date for implementation of RVSM in the AFI Region will be the AIRAC date of 28 September 2006.</li> </ul> |                  |                    |                               |              |                          |
| <b>CONCLUSION 15/52</b>             | <b>CIVIL/MILITARY COORDINATION</b> | That, in order to ensure the safe and coordinated implementation of RVSM in the AFI Region, States ensure that the military aviation authorities are fully involved in the  |                  |                    |                               |              |                          |

| 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 |
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|                                     |   | planning and the implementation process.   |                  |                    |                               |              |                          |
| <b>DECISION 15/53</b>               | <b>NOMINATION OF A NATIONAL RVSM PROGRAMME MANAGER</b>                        | That States which have not done so, as a matter of urgency, nominate a national RVSM programme manager who will be responsible for ensuring that the proper mechanisms are put in place for the safe implementation of the RVSM Programme and will also act as the focal point or contact person. Additionally, national programme managers will keep this information up-to-date. |                  |                    |                               |              |                          |
| <b>CONCLUSION 15/54</b>             | <b>REPORTING OF DATA FOR MONITORING AND/OR CARRYING OUT SAFETY ASSESSMENT</b> | That:<br>a) all States institute the procedures for reporting of data, incidents and conditions necessary for performing the collision risk calculations prerequisite for RVSM implementation to the ARMA. The data will include, but not necessarily be limited to:<br><br>▪ height deviations of 300 ft or more;<br>▪ total number of instrument flight rules                    |                  |                    |                               |              |                          |

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|                                     |   | <p>(IFR) movements for each month;</p> <ul style="list-style-type: none"> <li>▪ average time per movement spent in the level band FL 290 to FL 410;</li> <li>▪ ATC coordination failures;</li> <li>▪ turbulence;</li> <li>▪ traffic data; and</li> </ul> <p>b) Global positioning system monitoring unit (GMU) will be used and, where appropriate, height monitoring units (HMU) (multilateration) for height monitoring in AFI Region, both of which will be coordinated by ARMA.</p> |                  |                    |                               |              |                          |
| <b>CONCLUSION 15/55</b>             | <b>IMPLEMENTATION OF RVSM IN THE AFI REGION</b> | <p>That:</p> <ul style="list-style-type: none"> <li>a) all RVSM implementation preparatory work (i.e. safety, assessment, training) be completed, taking into consideration the FL band 290 and 410 inclusive, being the AFI RVSM airspace.</li> <li>b) implementation of RVSM in the AFI Region be harmonized and coordinated within the AFI Region as well as with the adjacent</li> </ul>  |                  |                    |                               |              |                          |

| 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 |
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|                                     |   | regions.   |                  |                    |                               |              |                          |
| <b>CONCLUSION 15/56</b>             | <b>IMPLEMENTATION OF ATS/DS CIRCUITS</b>  | <p>That:</p> <p>a) States which have not done so implement, as soon as possible, ATS/DS circuits in order to foster the implementation of RVSM; and;</p> <p>b) States be urged to implement contingency measures with regard to correcting the ATS/DS deficiencies in accordance with FHA requirements.</p>            |                  |                    |                               |              |                          |
| <b>CONCLUSION 15/57</b>             | <b>TRAINING OF ALL PERSONNEL INVOLVED WITH THE IMPLEMENTATION OF RVSM IN THE AFI REGION</b> | <p>That:</p> <p>a) seminars continue to be organized in the Region to train all personnel involved in the implementation of RVSM;</p> <p>b) States having difficulties in implementing the RVSM implementation programme may either individually or in group explore the possibility of seeking outside expertise;</p> |                  |                    |                               |              |                          |

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|                                     |   | <p>c) on-site training courses be conducted to expedite the training process; and</p> <p>d) in order to ensure uniformity of the training, States use the AFI RVSM training material.</p>   |                  |                    |                               |              |                          |
| <b>CONCLUSION 15/58</b>             | <b>GUIDANCE MATERIAL FOR AIRWORTHINESS AND OPERATIONAL APPROVAL</b> | <p>That States in the AFI Region be urged to include in their national legislation and regulations the airworthiness and operational approval process for aircraft and operators intending to operate within the RVSM airspace, based on provisions of Annex 6 — <i>Operation of Aircraft, Part I — International Commercial Air Transport — Aeroplanes</i>, Chapter 15, para. 15.2.3 and the guidance material contained in Joint Aviation Authorities (JAA) Temporary Guidance Leaflet (TGL) N°6.</p> |                  |                    |                               |              |                          |
| <b>CONCLUSION 15/59</b>             | <b>RVSM ENFORCEMENT IN NATIONAL LEGISLATION</b>                     | <p>That States which have not done so take the appropriate measures in order to:</p> <p>a) publish, as a matter of urgency, an aeronautical information circular (AIC),</p>   |                  |                    |                               |              |                          |

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|                                     |   | <p>informing users of their intention to implement RVSM; and</p> <p>b) include the necessary provisions in their national legislation.</p>   |                  |                    |                               |              |                          |
| <b>CONCLUSION 15/60</b>             | <b>FUNDING OF THE RVSM IMPLEMENTATION PROGRAMME</b> | That governments, regulatory bodies, operators, service providers and other stakeholders be granted budgetary allocations for acquisitions and other activities necessary for ensuring that all the requirements are met in a timely manner in order to safely implement RVSM in the AFI Region. |                  |                    |                               |              |                          |
| <b>CONCLUSION 15/61</b>             | <b>MONITORING OF HEIGHT DEVIATIONS</b>              | <p>That:</p> <p>a) States having radar establish a unit at the ACC to conduct monitoring of aircraft height deviations in the AFI RVSM airspace; and</p> <p>b) data collected at a) above be forwarded to ARMA for action.</p>   |                  |                    |                               |              |                          |
| <b>CONCLUSION 15/62</b>             | <b>AFI RVSM SAFETY POLICY</b>                       | That States expedite the publication of an AIC on the AFI RVSM safety policy at Appendix P to this report.   |                  |                    |                               |              |                          |

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| <b>CONCLUSION 15/63</b>             | <b>RVSM NSP</b>                        | <p>That:</p> <p>a) the States of Burundi, Cape Verde, D. R. Congo, Djibouti, Lesotho, Libya Arab Jamahiriya, Morocco, Réunion (France) and Swaziland submit to the AFI RVSM Programme Office (ARPO) their NSP as soon as possible but not later than 30 November 2005; and</p> <p>b) States that had submitted their NSPs to the NSP Validation Panel send their revised NSPs to ARPO as soon as possible but not later than 30 November 2005.</p> |                  |                    |                               |              |                          |
| <b>CONCLUSION 15/64</b>             | <b>STATE RVSM READINESS ASSESSMENT</b> | <p>That:</p> <p>a) ICAO urge States which have not done so to provide the State RVSM readiness assessment; and</p> <p>b) ICAO urge States to update “the State RVSM Readiness Survey”.</p>   |                  |                    |                               |              |                          |
| <b>DECISION 15/65</b>               | <b>PRE-IMPLEMENTATION SAFETY CASE</b>  | That the date of submission of PISC to the Commission will be determined by the Task Force.  |                  |                    |                               |              |                          |

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|                                     | (PISC)   |   |                  |                    |                               |              |                          |
| <b>DECISION 15/66</b>               | <b>CONTINUATION OF AFI RVSM PROGRAMME OFFICE (ARPO)</b>                | That the ARPO, located at the ICAO ESAF Office, continue the coordination activities relating to RVSM implementation.   |                  |                    |                               |              |                          |
| <b>CONCLUSION 15/67</b>             | <b>ADOPTION OF THE FUNCTIONAL HAZARD ASSESSMENT (FHA) FINAL REPORT</b> | That the results of the AFI RVSM FHA of the AFI RVSM Implementation at Appendix G to the report of the sixth meeting of the RVSM Task Force (RVSM/TF/6) (available at ICAO website: <a href="http://www.icao.int/ESAF/RVSM">http://www.icao.int/ESAF/RVSM</a> ) will be used for the development of NSPs and PISC.  |                  |                    |                               |              |                          |
| <b>DECISION 15/68</b>               | <b>AFI RVSM CORE AIRSPACE</b>  | That:<br>a) for Req core 12 (AFI FHA report refers) “Air/Ground Communication system shall be designed to ensure a total coverage of the RVSM Airspace with a minimum MTBF (Mean Time Between Failure) of two months for a given FIR”; and<br><br>b) for Req core_88 (FHA report at Appendix G to the RVSM/TF/6 Report refers; available at ICAO website: |                  |                    |                               |              |                          |

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|                                     |  | <p><a href="http://www.icao.int/ESAF/RVSM">http://www.icao.int/ESAF/RVSM</a> "Aircraft shall be equipped with ACAS II version 7".</p>   |                  |                    |                               |              |                          |
| <p><b>DECISION 15/69</b></p>        | <p><b>AFI RVSM SWITCH-OVER PERIOD</b></p>                      | <p>That:</p> <p>a) for Req swit __24 (AFI FHA report at Appendix G to the RVSM/TF/6 Report refers; at ICAO website: <a href="http://www.icao.int/ESAF/RVSM">http://www.icao.int/ESAF/RVSM</a> "Use of Eastbound RVSM FL (FL310, FL350 and FL390) shall be suspended for a period of Two (2) hours after the Time Zero (T0)";</p> <p>b) for Req swit __40 (AFI FHA report at Appendix G to the RVSM/TF/6 Report refers; at ICAO website: <a href="http://www.icao.int/ESAF/RVSM">http://www.icao.int/ESAF/RVSM</a>) "Traffic density shall be limited during switch-over period as appropriate";</p> |                  |                    |                               |              |                          |
| <p><b>DECISION 15/70</b></p>        | <p><b>SHARING RVSM READINESS PROGRAMMES AND EXPERIENCE</b></p> | <p>That ICAO explore further means of encouraging States to share their readiness programmes, experience, and available expertise/resources amongst themselves for an economic implementation of RVSM in AFI</p>  |                  |                    |                               |              |                          |

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|                                     |   | Region.  |                  |                    |                               |              |                          |
| <b>CONCLUSION 15/71</b>             | <b>REGIONAL AIRWORTHINESS CERTIFICATION AND CERTIFICATION AGENCY FOR RVSM OPERATION</b> | That:<br>a) States having difficulties with the implementation of operational airworthiness certification on the RVSM implementation should seek assistance from other States having this expertise; and<br><br>b) seminars/workshops be conducted for airworthiness /operations personnel on issues relating to RVSM certification. |                  |                    |                               |              |                          |
| <b>DECISION 15/72</b>               | <b>STUDIES ON RVSM CERTIFICATION AGENCIES</b>   | That studies be conducted by IATA, in cooperation with ICAO, relating to the establishment of RVSM Certification Agencies for the AFI Region and results be forwarded to the RVSM/TF for consideration.  |                  |                    |                               |              |                          |

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| <b>CONCLUSION 15/73</b>             | <b>AFI RVSM IMPLEMENTATION – COST RECOVERY</b> | <p>That:</p> <ul style="list-style-type: none"> <li>a) IATA airlines continue to financially support RVSM implementation effort in order to improve safety and economy of air traffic across the AFI Region;</li> <li>b) IATA put in place an RVSM cost-recovery scheme based on a charge imposed on all international jet flights in the Region that participate in the IATA Clearing House (ICH); and</li> <li>c) IATA reports to the RVSM Task Force on the progress of the AFI RVSM implementation.</li> </ul> |                  |                    |                               |              |                          |
| <b>CONCLUSION 15/74</b>             | <b>CAMPAIGN TO ENHANCE RVSM IMPLEMENTATION</b> | <p>That Chief Executive Officers (CEOs) of ANS providers and Directors General of Civil Aviation (DGCAs) be sensitized by ICAO Regional Directors and IATA on the importance of RVSM and the need for its early implementation in the AFI Region be accorded priority during ICAO and IATA missions to States.</p>   |                  |                    |                               |              |                          |

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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 |
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| <b>CONCLUSION 15/75</b>             | <b>AFI RVSM STRATEGY/ACTION PLAN</b>        | That the updated RVSM Strategy/Action Plan at Appendix Q be circulated to States for action.   |                  |                    |                               |              |                          |
| <b>DECISION 15/76</b>               | <b>AIRCRAFT/ OPERATORS READINESS SURVEY</b> | That the results of ICAO/ARMA surveys be updated and presented at the RVSM Task Force meetings for their consideration.  |                  |                    |                               |              |                          |
| <b>DECISION 15/77</b>               | <b>AMENDMENT TO ICAO DOC 7030/4</b>         | That the RVSM/RNAV/RNP Task Force continues developing appropriate RVSM material to be incorporated in the amendment proposal for the ICAO Regional supplemental procedures for the AFI Region (Doc.7030/4 refers).  |                  |                    |                               |              |                          |
| <b>DECISION 15/78</b>               | <b>RVSM OPTIMAL SWITCH-OVER TIME</b>        | That:<br>a) the TF Secretariat Support Team, composed of Nigeria, South Africa, Tanzania, ASECNA and IATA, coordinate and research all the associated elements, including weather and human factors, that will have an effect on the switch over, taking into account Decision 15/80 below and;<br><br>b) considering that the switch- |                  |                    |                               |              |                          |

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|                                     |  | <p>over period remains one of the most critical in the management of the implementation of RVSM, the RVSM Task Force consider the ASECNA conventional vertical separation minimum (CVSM) – RVSM switch-over Plan at Appendix R be amended by the Task Force and distributed to States.</p>   |                  |                    |                               |              |                          |
| <b>DECISION 15/79</b>               | <b>EXCHANGE OF RVSM DATA BETWEEN ASECNA AND ARMA</b>                             | <p>That ASECNA sub-regional monitoring unit continue to forward to ARMA the RVSM data collected from their Member States.</p>  |                  |                    |                               |              |                          |
| <b>DECISION 15/80</b>               | <b>FHA SAFETY REQUIREMENTS NEEDING APPROPRIATE ACTIONS BY THE RVSM PROGRAMME</b> | <p>That the following FHA safety requirements are allocated to the RVSM Programme:</p> <ul style="list-style-type: none"> <li>a) Req Swit_31 “The switch-over period shall be performed during an appropriate low traffic density period”.</li> <li>b) Req Swit_39 “The switch-over period shall be determined out of Hajj period”.</li> </ul> |                  |                    |                               |              |                          |

| 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 |
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| <b>CONCLUSION 15/97</b>             | <b>SEARCH AND RESCUE (SAR)</b> | <p>That States:</p> <ul style="list-style-type: none"> <li>a) participate in the ICAO/AFCAC SAR evaluation programme;</li> <li>b) after having received a SAR evaluation mission, implement the evaluation recommendations, either with their own resources, or with technical assistance offered by the project;</li> <li>c) organize regular SAR exercises; and</li> <li>d) implement the SAR management principles adopted by the conference on SAR funding held in Saly-Portudal, Senegal, from 25 to 28 October 2004 and reflected in the Saly Declaration on SAR.</li> </ul> |                  |                    |                               |              |                          |
| <b>DECISION 15/98</b>               | <b>SAR FUNDING</b>             | <p>That APIRG endorse the Declaration on Search and Rescue (SAR) Funding adopted by the Conference on SAR Funding held in Saly-Portudal, Senegal, from 25 to 28 October 2004 (Appendix W refers).</p>  |                  |                    |                               |              |                          |

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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 |
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| <b>DECISION 16/2</b>                | <b>ESTABLISHMENT OF AN APIRG PERFORMANCE-BASED NAVIGATION TASK FORCE (APIRG/PBN/TF)</b> | 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.                           |                  |                    |                               |              |                          |
| <b>CONCLUSION 16/3</b>              | <b>DEVELOPMENT OF STATES PBN IMPLEMENTATION PLANS</b>                                   | 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. |                  |                    |                               |              |                          |
| <b>CONCLUSION 16/4</b>              | <b>DESIGNATION OF CONTACT PERSON FOR PBN IMPLEMENTATION</b>                             | 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.                                    |                  |                    |                               |              |                          |

| 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 |
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| <b>CONCLUSION 16/5</b>              | <b>IMPLEMENTATION OF THE ICAO PROVISIONS ON LANGUAGE PROFICIENCY</b> | <p>That:</p> <ul style="list-style-type: none"> <li>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;</li> <li>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</li> <li>c) States provide data concerning their level of implementation of the Language Proficiency Requirements to ICAO.</li> </ul> |                  |                    |                               |              |                          |
| <b>DECISION 16/29</b>               | <b>ACTIVITIES OF AFI CNS/ATM IMPLEMENTATION COORDINATION</b>         | That the CNS/ATM Implementation Coordination Groups (ICGs) established by APIRG for each area of routing should pursue their  |                  |                    |                               |              |                          |

| 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 |
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|                                     | <b>GROUPS (ICGs)</b>  | assigned work in accordance with Doc 003 provisions.  |                  |                    |                               |              |                          |
| <b>CONCLUSION 16/31</b>             | <b>COLLECTIVE APPROACH FOR THE MANAGEMENT OF CNS/ATM SYSTEM ELEMENTS</b>                    | 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.). |                  |                    |                               |              |                          |
|                                     |   |   |                  |                    |                               |              |                          |
| <b>CONCLUSION 16/33</b>             | <b>FANS 1/A OPERATIONAL MANUAL FOR APPLICATION IN THE AFI REGION</b>                        | That:<br>a) The FANS 1/A Operational Manual for application in the AFI Region at Appendix E be applied in the AFI Region; and<br><br>b) South Africa manages the FANS 1/A Operational Manual for the AFI Region.  |                  |                    |                               |              |                          |
| <b>DECISION 16/34</b>               | <b>APPELLATION OF THE CURRENT ATM SUB-GROUP TO BE REVERTED TO THE ATS/AIS/SAR SUB-GROUP</b> | 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.   |                  |                    |                               |              |                          |

| 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 |
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| <b>DECISION 16/35</b>               | <b>RENAMING THE APIRG/RVSM/ RNAV/RNP/TF</b>  | 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.  |                  |                    |                               |              |                          |
| <b>CONCLUSION 16/36</b>             | <b>AFI RVSM IMPLEMENTATION – FUNDING</b>   | 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. |                  |                    |                               |              |                          |
| <b>CONCLUSION 16/37</b>             | <b>AFI RVSM STRATEGY/ACTION PLAN</b>   | That the updated AFI RVSM strategy/action plan at Appendix G be circulated to States for quality assurance.  |                  |                    |                               |              |                          |
| <b>CONCLUSION 16/38:</b>            | <b>IMPLEMENTATION OF THE REQUIRED CNS INFRASTRUCTURE TO SUPPORT THE IMPLEMENTATION OF RVSM IN THE AFI REGION</b> | That in view of the implementation of RVSM and provision of ATC service, States are urged to implement the required supportive CNS infrastructure namely; ATS DS circuits, AMS and appropriate NAVAIDS as soon as possible, but not later 3 July 2008.                 |                  |                    |                               |              |                          |

| 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   |
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| <b>CONCLUSION 16/39:</b>            | <b>TARGET DATE FOR AFI RVSM IMPLEMENTATION</b>  | That the target date for implementation of RVSM in the AFI Region will be 25 September 2008.  |   |                    |   |                        |  |
| <b>CONCLUSION 16/45</b>             | <b>IMPLEMENTATION OF ATC SERVICE</b>  | 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. |   |                    |   |                        |  |
| <b>CONCLUSION 16/46:</b>            | <b>IMPLEMENTATION OF THE NON-IMPLEMENTED ROUTES INCLUDING RNAV ROUTES</b>   | <del>That States concerned implement the ATS routes at Appendix I as soon as possible, but not later than AIRAC date of 3 July 2008.</del>  | <del>Start implementation process for the ATS routes</del>  | <del>States</del>  | <del>All ATS routes as at Appendix I implemented in AFI</del> | <del>3 July 2008</del> | <del>Status to be reviewed by SG/13</del><br><b>Can be addressed together with Conclusion 15/47</b><br><del>Superseded by Decision 17/50</del> |
| <b>CONCLUSION 16/47 A</b>           | <b>PARTICIPATION OF SAR EXPERTS IN THE ATS/AIS/SAR SUB-GROUP AND INCLUSION OF SAR ACTIVITIES IN THE COMPREHENSIVE REGIONAL IMPLEMENTATION</b> | <b>That:</b><br><b>a) States, which have not done so, include SAR experts to participate in the work programme of the APIRG ATS/AIS/SAR Sub-Group;</b>  | <b>States ensure adequate resources to support participation of SAR Experts in the work of ATS/AIS/SAR Sub-Group.</b> | <b>States</b>      | <b>SAR Experts included in APIRG SG meetings</b>              | <b>Yearly event</b>    | Implementation on a continuous basis<br><br>UPDATE   |

| 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 |
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|                                     | <p><b>PLAN FOR AVIATION SAFETY IN AFRICA (AFI PLAN)</b></p> <p><b>TITLE TOO LONG</b></p> | <p>b) States, which have not yet done so, establish permanent SAR structures within national civil aviation authorities as a priority; and</p> <p>c) ICAO and AFCAC ensure that the Conclusions of the SAR Conference in La Réunion, be taken into account in the AFI Plan as far as possible.</p> |                  |                    |                               |              |                          |
| <p><b>CONCLUSION 16/67</b></p>      | <p><b>ELIMINATION OF AIR NAVIGATION DEFICIENCIES</b></p>                                 | <p>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.</p>   |                  |                    |                               |              |                          |
|                                     |  |  |                  |                    |                               |              |                          |

| 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 |
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| CONCLUSION 17/1:                    | STRATEGIES FOR IMPROVED REPORTING AND EFFECTIVE IMPLEMENTATION OF APIRG CONCLUSIONS AND DECISIONS | <p>That:</p> <ul style="list-style-type: none"> <li>a) The template used to review and report the status of implementation of APIRG Conclusions and Decisions be amended to reflect the impact, results or effect on the air navigation system of the actions taken;</li> <li>b) The activities of the task forces be enhanced through regular meetings/communications with States to reinforce implementation of outstanding conclusions and decisions; and</li> <li>c) States be more responsive to requests by the Regional Offices for reports on progress made in implementing these conclusions and decisions in order to develop business cases to support States as appropriate.</li> </ul> |                  |                    |                               |              |                          |

| 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  |
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| DECISION17/2                        | PROPOSALS FOR SOLUTIONS TO LONG OUTSTANDING CONCLUSIONS AND DECISIONS OF APIRG | That, the Sub-Groups, when presenting their reports to the group, make proposals on strategies for addressing the long outstanding Conclusions and Decisions.   |  |                               |  |                                       |   |
| CONCLUSION 17/4                     | 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.  |  |                               |  |                                       |   |
|                                     |  |   |  |                               |  |                                       |   |
| CONCLUSION 17/41 A&C                | 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)<br/>Implementation of the new ICAO Flight Plan Provisions;<br/>Appendix 3.4A (2 Optimization of the ATS route Structure in en-route</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> | <p>ICAO FPL successfully implemented</p> <p>Status to be reviewed by SG/13</p> <p>PFFs to be updated in the Air Navigation Reporting Forms (ANRFs) aligned with ASBUs modules</p> |

| 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   |
|-------------------------------------|---|--|--------------------------------------|--------------------|-------------------------------|--------------|--|
|                                     |   | <i>airspace;<br/>Appendix 3.4A (3) Optimization of the ATS route Structure in terminal airspace;<br/>Appendix 3.4A (4) Optimization of vertically guided RNP approaches;<br/>Appendix 3.4A (5) Search and Rescue.</i>  |                                      |                    |                               |              |  |
| <b>CONCLUSION 17/42 A</b>           | <b>RESOLUTION OF MISSING FLIGHT PLANS PROBLEM</b> | <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 <b>filing and</b> 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, <b>providing details that might assist not just the affected firms but others in resolving the</b></p> | ACCs coordinate data on missing FPLs | States & ANSPs     | All FPL to be accounted for   | APIRG/19     | Implementation on a continuous basis.<br><br>Follow up at APIRG/19 |

| 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     |
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|  |  | <p>causes for missing flight plans;<br/>and</p> <p>(d) Bring the trend information/data on missing flight plans to the attention of the TAG for further action.</p>   |  |   |                               |                    |                              |
| <p><b>CONCLUSION 17/43 A&amp;C</b></p> | <p><b>IMPLEMENTATION OF STRATEGIC LATERAL OFFSETS (SLOP) IN THE AFI REGION</b></p> | <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>Issue State Letter</p> <p>Coordinate Implementation</p> | <p>ESAF &amp; WACAF Offices</p> <p>States</p> | <p>SLOPs in AFI Region</p>    | <p>30 Nov 2010</p> | <p>Follow up at APIRG 17</p> |

| 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 |
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|                                     |  | <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><b>DECISION 17/44</b></p>        | <p><b>DISSOLUTION OF APIRG RVSM TASK FORCE AND RE-ASSIGNMENT OF ACTIVITIES</b></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 (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> |                  |                    |                               |              |                          |

| 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                                |
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| <b>DECISION 17/45</b>               | <b>ARMASCRUTINY GROUP</b>                   | That, the ARMA Scrutiny Group is established with the Terms of Reference at Appendix 3.4C to this report.  |   |                               |  |  |   |
| <b>CONCLUSION 17/46 A&amp;C</b>     | <b>AFI PBN IMPLEMENTATION REGIONAL PLAN</b> | <p>That:</p> <p>a) The AFI Regional PBN implementation plan is updated and endorsed as at Appendix 3.4D to this report, to more accurately reflect PBN implementation goals in Assembly Resolution A36-23, guidance in the PBN Manual (9613), and Regional planning guidance provided by APIRG; and</p> <p>b) The Regional PBN Implementation Plan be included in the AFI Doc 003.</p> | <p>Implementation of PBN Regional plan</p> <p>Update Doc003</p> | <p>States</p> <p>ICAO ROs</p> | <p>Updated AFI Regional PBN implementation plans</p> <p>Updated Doc003</p> | <p>According to the PBN plan</p> <p>31Mar 2011</p> | <p>Status of implementation to be reviewed by SG/13</p> |

| 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                                |
|---|--|---|--|--------------------|--|--|---|
| <p><b>DRAFT CONCLUSION 13/XX A&amp;C</b></p> <p><b>New SG Text to update APIRG Concl. 17/46</b></p> | <p><b>AFI PBN IMPLEMENTATION REGIONAL PLAN</b></p> | <p>That:</p> <p>a) The AFI PBN Regional Implementation Plan is updated and endorsed as at <b>Appendix XX</b> to this report,</p>  | <p>Development of PBN Regional plans</p> | <p>States</p>      | <p>Development of PBN Regional plans</p> | <p>As soon as possible (without further delay)</p> | <p>Status of implementation to be reviewed by SG/13</p> |
| <p><b>CONCLUSION 17/47</b></p>  | <p><b>NATIONAL PBN IMPLEMENTATION PLAN</b></p>     | <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</p> |  |                    |  |  |   |



| 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                 |
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| <b>DECISION 17/49 A&amp;C</b>       | <b>DISSOLUTION OF THE GNSS IMPLEMENTATION AND PBN TASK FORCES AND ESTABLISHMENT OF THE PBN/GNSS TASK FORCE</b> | 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 | APIRG/17     | Completed<br><br>PBN/GNSS TF established |
| <b>DECISION 17/50 A&amp;C</b>       | <b>PBN ROUTE NETWORK DEVELOPMENT WORKING GROUP (PRND WG)</b>   | 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     | APIRG/17     | Completed                                |
| <b>CONCLUSION 17/51</b>             | <b>LOWERING OF RNAV / RNP ROUTES UM214 AND UM215</b>   | 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. |   |                    |   |              |  |
| <b>CONCLUSION 17/52</b>             | <b>DISSEMINATION OF A LETTER INVITING PROPOSALS FOR ESTABLISHMENT OF</b>                                       | That, pursuant to special AFI/08 RAN meeting Recommendation 6/10, ICAO disseminate, as a matter of urgency, the letter inviting interested  |   |                    |   |              |  |

| 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   |
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|                                     | <b>THE AFI FLIGHT PROCEDURES PROGRAMME (FPP)</b>                                   | States and international organizations to submit proposals for establishment and hosting of the AFI FPP.  |  |   |  |                             |  |
| <b>CONCLUSION 17/53 A&amp;C</b>     | <b>TRAINING IN SUPPORT OF PBN IMPLEMENTATION</b>                                   | That, in order to support the implementation of PBN in the AFI Region:<br><br>a) PBN Task Force identify priority training needs for implementation for PBN;<br><br>b) AFI Regional Offices organize seminars/workshops for training of relevant personnel directly involved in the implementation of PBN | Provide guidance<br><br>Organize seminars & workshops for training in PBN implementation | PBN/GNSS TF<br><br>ESAF & WACAF Offices | Training needs identified and supported<br><br>PBN W/Shops & seminars convened regularly | 2009 -2016<br><br>2009-2016 | Training being provided on yearly basis<br><br>Training seminars/workshops being organized by ICAO |
| <b>CONCLUSION 17/54 A</b>           | <b>PBN ENABLING LEGISLATION</b>  | 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                 | Status of implementation to be reviewed by SG/13   |
| <b>CONCLUSION 17/55</b>             | <b>PARTICIPATION OF REPRESENTATIVES OF STATES INVOLVED IN PBN APPROVAL PROCESS</b> | 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   |  |   |  |                             |  |

| 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                         |
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|                                     |  | operators   |   |   |  |              |  |
| <b>CONCLUSION 17/56 A&amp;C</b>     | <b>FUNDING OF THE PBN IMPLEMENTATION PROGRAMME</b> | 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    | Status of implementation to be reviewed by SG/13 |
| <b>CONCLUSION 17/57</b>             | <b>IATA GUIDELINES FOR OPERATIONAL APPROVALS</b>   | 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.   |   |   |  |              |  |
| <b>CONCLUSION 17/58 A</b>           | <b>NATIONAL PBN PROGRAMME MANAGER (NPPM)</b>       | That, in order to facilitate the implementation of PBN and Regional coordination <b>AFI States:</b><br><br>a) 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 States update the NPPMs | States to nominate/designate NPPMs and update their contacts                      | States  | NPPMs nominated /designated by all AFI States<br><br>NPPM contacts are regularly updated by States | 30 Nov 2010  | Status of implementation to be reviewed by SG/13 |

| 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  |
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|                                     |   | <p>contact information provided to ICAO whenever changes have been made tails of the NPPMs; and</p> <p>b) States update the NPPMs contact information provided to ICAO whenever changes have been made.</p>   |   |  |   |                                       |   |
| <p><b>CONCLUSION 17/59 A</b></p>    | <p><b>AIRSPACE PLANNING AND AIRCRAFT EQUIPMENT SURVEY</b></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 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>State letter issued to concerned States</p> | <p>ICAO ROs<br/>IATA<br/>AFRAA</p> <p>States<br/>ANSPs</p> <p>ESAF &amp;<br/>WACAF<br/>Offices</p> | <p>Updated surveys on aircraft equipage</p> <p>Updated data on global survey on aircraft equipage</p> | <p>31 Mar 2011</p> <p>31 Mar 2011</p> | <p>Consolidate 18/23 with 17/59</p> <p>Status of implementation to be reviewed by SG/13</p> |

| 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                                |
|-------------------------------------|---|---|---|-----------------------------|--|--------------------------------------|---|
|                                     |   | <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>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>States</p> <p>States</p> | <p>Awareness to Operators on acft equipage</p> <p>Matching of air navigation systems with fleet capabilities and readiness</p> | <p>31 Mar 2011</p> <p>March 2011</p> | <p>Status of implementation to be reviewed by SG/13</p> |
| <b>CONCLUSION 17/60</b>             | <b>DIRECT TRANSITIONS TO/FROM AORRA AIRSPACE</b>                  | That, the ICAO Regional Offices facilitate coordination, publication and implementation by Angola, Ghana, Sao Tome and Principe, ASECNA and Roberts FIR, with regard to the AORRA airspace to/from transition points in Appendix 3.4I (as amended) to this report.  |   |                             |  |                                      |   |
| <b>DECISION 17/61</b>               | <b>ESTABLISHMENT OF THE AFI FLIGHT PLAN TRANSITION TASK FORCE</b> | That, in order to enable a harmonized regional implementation of Amendment 1 to the Fifteenth   |   |                             |  |                                      |   |

| 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 |
|-------------------------------------|--------------------|--|------------------|--------------------|-------------------------------|--------------|--------------------------|
|                                     | (FPLT TF)          | <p>edition of PANS-ATM (Doc 4444) in coordination with other ICAO Regions:</p> <ul style="list-style-type: none"> <li>(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.</li> <li>(b) The Task Force should, if practical hold its first meeting as soon as possible but no later than September 2010;</li> <li>(c) AFI States are urged to provide to the Task Force information requested with regard to its studies and assessments, with minimum delay; and</li> <li>(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.</li> </ul> |                  |                    |                               |              |                          |

| 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   |
|-------------------------------------|---|---|--|--|--|----------------------------------|--|
| <b>CONCLUSION 17/62</b>             | <b>CONVENING OF A WORKSHOP ON IMPLEMENTATION OF NEW ICAO FLIGHT PLAN MODEL PROVISIONS</b> | 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.   |  |  |  |                                  |  |
| <b>CONCLUSION 17/63 A</b>           | <b>DISSEMINATION OF AIAG REPORTS</b>  | 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.   | ICAO to compile and disseminate AIAG reports | ESAF & WACAF Offices<br><br>IATA                 | AIAG reports disseminated  | After each AIAG annual meeting   | Reports are being disseminated to stakeholders following yearly meetings   |
| <b>CONCLUSION 17/64 A</b>           | <b>IMPLEMENTATION OF SAFETY MANAGEMENT IN THE AFI REGION</b>                              | That, AFI States are urged to take necessary measures including the development and promulgation of legislative/regularity provisions in order to:<br><br>(a) Implement the safety management provision of Annex 11;<br><br>(b) Prioritize giving effect to Assembly Resolutions A36-8, A36-9 and A36-10 regarding collection and protection of | ICAO to issue State letter to States         | ESAF & WACAF Offices<br><br>States<br><br>States | Safety management awareness achieved<br><br>Implementation of safety management provision of Annex 11 by AFI States<br><br>Effective | Jul 2010<br><br>2012<br><br>2012 | Status of implementation to be reviewed by SG/13<br><br>Status of implementation to be reviewed by SG/13<br><br>Status of implementation to be |

| 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  |
|-------------------------------------|--|---|--|---|--|-----------------|---|
|                                     |  | <p>safety information, and improving accident prevention;</p> <p>(c) Take full advantage of the training opportunities availed by ICAO <del>under the ACIP and</del> 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>  | <p>ICAO to support and provide guidance to States on SMM</p> | <p>ESAF &amp; WACAF Offices</p>               | <p>collection and protection of safety information and improved accident prevention</p> <p>Effective implementation of safety management</p> |                 | <p>reviewed by SG/13</p> <p>Guidance being provided on a continuous basis</p> <p>Can be addressed together with Con 14/29</p> |
| <p><b>CONCLUSION 17/65 A</b></p>    | <p><b>STATUS OF IMPLEMENTATION OF SAFETY MANAGEMENT PROVISIONS IN THE AFI REGION</b></p> | <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</p> | <p>Circulate questionnaire</p>                               | <p>ESAF &amp; WACAF Offices</p> <p>States</p> | <p>Updated status of safety management implementation in the AFI Region</p>  | <p>Dec 2010</p> | <p>Status of implementation to be reviewed by SG/13</p>   |

| 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  |
|-------------------------------------|--|--|--|---|---|---|---|
|                                     |  | questionnaires with minimum delay.   |  |   |   |   |   |
| <b>CONCLUSION 17/66 A</b>           | <b>DEVELOPMENT AND PROMULGATION OF CONTINGENCY PLANS</b> | <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><del>e) 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</del></p> <p><del>d) ICAO Regional Offices expedite responses to States on matters related to development of contingency plans, as well processes for approval of</del></p> | <p>States develop &amp; promulgate their contingency plans without delay</p> <p><del>ICAO to conduct survey on status of implementation</del></p> <p><del>ICAO to coordinate with States on approval matters</del></p> | <p>States</p> <p><del>ESAF &amp; WACAF Offices</del></p> <p><del>ESAF &amp; WACAF Offices</del></p> | <p>ATM Contingency plans developed, have been approved by ICAO and promulgated</p> <p><del>Updated status on AFI States contingency plan implementation</del></p> <p><del>Approved contingency plans for all AFI States</del></p> | <p>APIRG/17</p> <p><del>APIRG/17</del></p> <p><del>APIRG/17</del></p> | <p>Status of implementation to be reviewed by SG/13</p> <p><del>Status of implementation to be reviewed by SG/13</del></p> <p><del>Status of implementation to be reviewed by SG/13</del></p> |

| 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   |
|-------------------------------------|--|---|---|--|--|---------------------------|--|
|                                     |  | <del>contingency plans submitted by States.</del>   |   |  |  |                           |  |
| <b>DECISION 17/67 A</b>             | <b>AFI SAR SERVICES INTEGRATION TASK FORCE (ASSI TF)</b> | That, in order to progress the initiatives taken at the Port Elizabeth Consultative 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. | ICAO to initiate process for establishment of the ASSI TF   | ESAF & WACAF Offices   | ASSI TF established, as per its TOR  | March 2011                | Completed<br><br>ASSI TF established and active  |
| <b>CONCLUSION 17/68 A&amp;C</b>     | <b>SEARCH AND RESCUE SERVICES</b>                        | That, with the objective to foster the implementation of SAR services and improvement of SAR systems in the Region,<br><br>AFI states are:<br>(a) Urged to establish joint aviation/maritime rescue coordination centres (RCCs) in order to optimize usage of resources and coordination;   | ICAO urge States to implement SAR provisions<br><br>ICAO to support coordination protocols between States' RCCs | ESAF & WACAF Offices<br><br>ESAF & WACAF Offices<br><br>States | More efficient and effective SAR services through sub-regional and regional cooperation<br><br>Joint Aeronautical and Maritime RCC established where practicable | APIRG/17<br><br>2010-2011 | Implementation on a continuous basis<br><br>Status of implementation to be reviewed by SG/13<br><br>To be consolidated |

| 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                                |
|--------------------------------------|---|---|---|--------------------|--|--------------------|---|
|                                      |   | <p>(b) Encouraged to establish sub-regional task forces to progress the development SAR cooperative arrangements and integration of SAR services;</p> <p>(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</p> <p>(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.</p> |   |                    | Effective SAR cooperation agreements established |                    | with 13/55<br>14/28, 15/48                              |
| <p><b>CONCLUSION 17/69</b><br/>A</p> | <p><b>TIMELY RESPONSE TO TAG QUERIES</b></p>    | <p>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.</p>   | <p>ICAO urge States to respond to TAG queries</p>                             | <p>States</p>      | <p>Updated information on TAG issues</p>         | <p>APIRG/17</p>    | <p>Status of implementation to be reviewed by SG/13</p> |
| <p><b>CONCLUSION 17/70</b><br/>A</p> | <p><b>COMMUNICATION OF TAG FOCAL POINTS</b></p> | <p>That, States that have not already done so, provide their respective ICAO Regional Offices with a TAG</p>  | <p>States provide updated information on TAG POC to ICAO Regional Offices</p> | <p>States</p>      | <p>Updated list of TAG POC</p>                   | <p>30 Sep 2010</p> | <p>Status of implementation to be reviewed by SG/13</p> |

| 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                         |
|-------------------------------------|---|---|---|--------------------|--|--------------|--|
|                                     |   | point of contact within their State.  |   |                    |  |              |  |
| <b>CONCLUSION 17/71 A</b>           | <b>APPROVAL OF TAG VISITS</b>   | That, AFI States:<br>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<br><br>b) Update the TAG contact list when requested and whenever there are changes of the contact points in the States.  | ICAO urge AFI States to support the process | States             | TAG technical visits are effectively coordinated and implemented | APIRG/17     | Status of implementation to be reviewed by SG/13 |
| <b>CONCLUSION 17/99</b>             | <b>ELIMINATION OF AIR NAVIGATION DEFICIENCIES IN THE ATM AIS/MAP AND SAR FIELDS</b> | That, in order to facilitate the updating of the deficiency database by the Regional offices, and to foster the elimination of deficiencies in the AFI Region:<br>a) APIRG subsidiary bodies and secretariat establish a comprehensive list comprising all air navigation deficiencies consistent with the ICAO definition of deficiency as approved by Council, for necessary attention; |   |                    |  |              |  |

| 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 |
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|                                     |  | <p>b) States and International Organizations (including IATA, IFALPA, IFATCA) are urged to actively contribute towards updating the deficiency database, by providing to the Regional Offices, information on the implementation status of SARPs and Air Navigation Plan (ANP) requirements and;</p> <p>c) States provide copies of action plans developed in pursuant to SP AFI/08 RAN Recommendation 6/25 to the concerned APIRG subsidiary bodies and the Regional Offices.</p> |                  |                    |                               |              |                          |
| <p><b>CONCLUSION 17/100</b></p>     | <p><b>DEVELOPMENT OF THE AFIWEB-BASED AIR NAVIGATION DEFICIENCY DATABASE</b></p> | <p>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).</p>   |                  |                    |                               |              |                          |

| 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 |
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| <b>DECISION 17/107</b>              | <b>APPELLATION AND TERMS OF REFERENCE OF THE ATM/AIS/SAR SUB-GROUP</b> | 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 Appendix 7B to this report.  |                  |                    |                               |              |                          |
|                                     |  |   |                  |                    |                               |              |                          |
| <b>DECISION 18/01</b>               | <b>REVIEW AND UPDATE OF APIRG CONCLUSIONS AND DECISIONS</b>            | That APIRG Sub-Groups:<br>a) review all APIRG Conclusions and Decisions from APIRG/13 to APIRG/17 and identify those which are no longer valid;<br>b) adopt a system of reviewing the validity of Conclusions and Decisions every two successive APIRG meetings; and<br>c) transfer Conclusions and Decisions which have reached maturity and still relevant to appropriate guides, handbooks and manuals for the AFI |                  |                    |                               |              |                          |

| 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   |
|--------------------------------------|--|--|--------------------------------|--|---------------------------------------|-----------------|--|
|                                      |  | Region.  |                                |  |                                       |                 |  |
| <p><b>DECISION 18/06 A&amp;C</b></p> | <p><b>PERFORMANCE-BASED APPROACH METRICS</b></p> | <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> | <p>ICAO develop indicators</p> | <p>APIRG and its Subsidiary groups</p> | <p>PFFs to incorporate indicators</p> | <p>APIRG/19</p> | <p>Status of implementation to be reviewed by SG/13</p> <p>PFFs to be updated in the Air Navigation Reporting Forms (ANRFs) aligned with ASBUs modules</p> |

| 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   |
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| <b>CONCLUSION 18/09 A&amp;C</b>     | <b>NATIONAL PBN IMPLEMENTATION PLANS</b>           | That, in accordance with Assembly Resolution A37-11 on PBN Implementation, States:<br><br>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;<br><br>b) Consider the use of planning tools provided by the PBN/GNSS Task Force, as well as project management software; and<br><br>c) Provide updates to Regional Offices. | Develop National PBN implementation plan<br><br>Focus efforts and resources on PBN implementation | States             | Completed national PBN plans<br><br>Use of planning tools by States<br><br>Updates on PBN plans and implementation progress provided to Regional Offices | Dec 2012     | Status of implementation to be reviewed by SG/13   |
| <b>CONCLUSION 18/10 A&amp;C</b>     | <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.  | States/IATA to coordinate implementation and publish in their AIPs                                | States and IATA    | AARC adopted   | Dec 2012     | Status of implementation to be reviewed by SG/13<br><br>As of August 2013 Lusaka FIR had still not implemented |

| 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  |
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| <b>CONCLUSION 18/11 A</b>           | <b>AFI PBN REGIONAL PERFORMANCE FRAMEWORK FORMS</b> | 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    | New PFFs format adopted                                | Dec 2012     | Status of implementation to be reviewed by SG/13<br><br>PFFs to be updated in the Air Navigation Reporting Forms (ANRFs) aligned with ASBUs modules |
| <b>CONCLUSION 18/12 A&amp;C</b>     | <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:<br><br>a) the AFI ATS Route Catalogue (AARC template) is adopted as at Appendix 3.2C to the report on agenda item 3.2; and<br><br>b) AFI States and concerned international organizations are urged to periodically review the Catalogue once completed, note developments and take action as applicable. | Use of AARC to compile and submit new routes to ICAO | IATA               | Effective use of AARC to submit and process new routes | 2013-2015    | Implementation process on a continuous basis  |

| 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   |
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| <b>DECISION 18/13 A</b>             | <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 3.2H to the report on agenda item 3.2.                               | ICAO initiate process for establishment of the AFI ATM/MET TF | APIRG              | AFI ATM/MET TF established                               | APIRG/18     | Completed  |
| <b>CONCLUSION 18/14</b>             | <b>ESTABLISHMENT OF THE AFI VOLCANIC ASH CONTINGENCY PLAN</b>         | That:<br>a) the ATM/AIM/SAR and the MET Sub-Groups finalize development of the AFI Volcanic Ash Contingency Plan;<br><br>b) the Plan be provided to States for implementation, without awaiting the next meeting of APIRG.  |   |                    |  |              |  |
| <b>CONCLUSION 18/15 A</b>           | <b>STRATEGY FOR IMPLEMENTATION OF THE NEW ICAO FLIGHT PLAN FORMAT</b> | <del>That, in order to implement the NEW ICAO Flight Plan format in a progressive and harmonized manner:</del><br><br>a) <del>The AFI Strategy for Implementation of NEW ICAO Flight Plan format be as at Appendix 3.2J to the report on agenda item 3.2; and</del> | Follow AFI strategy   | States             | Harmonized and global implementation of the NEE ICAO FPL | 15 Nov 2013  | Completed<br><br>New ICAO FPL Successfully implemented on 15 Nov. 2012 |

| 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  |
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|                                     |  | b) <del>States and users are urged to continue their implementation planning based on the Strategy</del>   |  |                    |   |                     |   |
| <b>DECISION 18/16 A</b>             | <b>REVISED TERMS OF REFERENCE OF THE AFI FLIGHT PLAN TRANSITION TASK FORCE (FPLT/TF)</b> | <del>That the updated Terms of Reference of the AFI Flight Plan Task Force be as at Appendix 3.2K to the report on agenda item 3.2.</del>  | <del>FPLT TOR to be updated by the FPLT TF</del>             | <del>APIRG</del>   | <del>Updated FPLT TF TOR adopted</del>            | <del>APIRG/18</del> | <del>FPLT TOR to be reviewed by SG/13 following successful implementation of the ICAO 2012 FPL</del><br><br>New ICAO FPL Successfully implemented on 15 Nov. 2012 |
| <b>DRAFT DECISION 13/XX</b>         | <b>DISSOLUTION OF FLIGHT PLAN TRANSITION TASK FORCE (FPLT/TF)</b>                        | That, the AFI Flight Plan Transition Task Force is hereby dissolved.   | No further activities of the FPLT TF                         | APIRG              | No further activities of the FPLT TF              | Immediate           |   |
| <b>CONCLUSION 18/17 A</b>           | <b>ADDRESSING MISSING FLIGHT PLANS</b>   | That AFI States should:<br>a) address the loss of ATS messages using AFTN, including missing flight plans, as a matter of urgency;<br>b) continuously monitor missing flight plans through:<br>i) the AFI Tactical Action Group (TAG); and | States cooperate to effectively address missing flight plans | States             | Causal factors to missing flight plans eliminated | Dec 2012            | Status of implementation to be reviewed by SG/13<br><br>UPDATE  |

| 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  |
|-------------------------------------|---|--|---|-----------------------------------|-------------------------------|------------------|---|
|                                     |   | <p>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</p> <p>c) ensure that their ATC systems' clocks are synchronized with the GPS time in order to meet Annexes 2 and 11 relevant provisions.</p>       |   |                                   |                               |                  |   |
| <p><b>CONCLUSION 18/18 A</b></p>    | <p><b>TRAINING OF AIR OPERATORS PERSONNEL ON AIRSPACE ORGANIZATION</b></p>                          | <p>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.</p> | <p>Ensure training of flight planning personnel</p> | <p>States &amp; Organizations</p> | <p>Personnel trained</p>      | <p>2012</p>      | <p>Status of implementation to be reviewed by SG/13</p>                                 |
| <p><b>CONCLUSION 18/23 A</b></p>    | <p><b>INFORMATION ON AIRCRAFT EQUIPAGE IN AIR NAVIGATION SYSTEM PLANNING AND IMPLEMENTATION</b></p> | <p>That AFI States:</p> <p>a) Support surveys conducted on aircraft equipage and capabilities by providing the</p>   | <p>States to support conduct of surveys</p>         | <p>States</p>                     | <p>Completed surveys</p>      | <p>2012-2014</p> | <p>Implementation process on a continuous basis</p> <p>Consolidate 18/23 with 17/59</p> |

| 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                     |
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|                                     |   | <p>ICAO Regional Offices with detailed information concerning their registered aircraft; and</p> <p>b) Use the information for planning and implementation of air navigation systems.</p>   |   |                       |   |              |  |
| <b>DECISION 18/32 A</b>             | <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.  | Develop mechanism to monitor SBAS development | CNC & ATM/AIM/SAR SGs | Monitoring mechanism for SBAS effectively implemented | 2012-2014    | Implementation process on a continuous basis |
| <b>CONCLUSION 18/53</b>             | <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: <p>a) Making all aviation stockholders in the AFI region aware of ATM VACP;</p> |   |                       |   |              |  |

| 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                     |
|-------------------------------------|--|---|---|------------------------------|---|--------------|--|
|                                     |  | b) Supporting its implementation; and<br><br>c) Proposing further improvements to the plan.   |   |                              |   |              |  |
| <b>CONCLUSION 18/57 C</b>           | <b>DEVELOPMENT OF ACTION PLANS ON CO2 EMISSIONS REDUCTION ACTIVITIES</b> | That States:<br><br>a) continue to consider environmental issues in the planning and implementation of regional air navigation systems;<br><br>b) bring to the attention of the ICAO Secretariat specific areas where additional guidance on environmental benefits would be valuable;<br><br>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;<br><br>d) promote use of the ICAO IFSET tool for the quantification of environmental benefits from operational measures, as part of the | Use of IFSET tools and other guidance to effectively reduce Co2 emissions<br><br>Ensure participation of aviation experts in UNFCC meetings | ATM/AIM/SAR SG<br><br>States | CO2 emissions reduced<br><br>AFI States are represented in UNFCC events | 2012-2015    | Implementation process on a continuous basis |

| 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                            |
|-------------------------------------|---|--|--|--------------------|--|------------------|---|
|                                     |   | <p>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>  |  |                    |  |                  |   |
| <p><b>CONCLUSION 18/58 C</b></p>    | <p><b>ESTIMATIONS AND REPORTING OF OPERATIONAL BENEFITS</b></p> | <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>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 .</p> | <p>Use of IFSET tools</p> <p>Share information on benefits</p> | <p>States</p>      | <p>Operational benefits reported to ICAO</p> | <p>2012-2015</p> | <p>Implementation process on a continuous basis</p> |

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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                         |
|-------------------------------------|--|--|---|--|--------------------------------------|--------------|--|
| <b>DECISION 18/59 C</b>             | <b>INCORPORATION OF OPERATIONAL BENEFITS TASKS IN THE PRND WG 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.  | Amend PRND WG TOR to reflect operational benefits tasks | ICAO (PRND WG & SG)                    | PRND WG TOR updated                  | APIRG/19     | To be updated at APIRG/19                        |
| <b>CONCLUSION 18/60</b>             | <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:<br>a) AFI States and aviation stakeholders participate in the workshops to be organized by ICAO in Dakar (July 2012) and Nairobi (August 2012); and<br>b) AFCAC coordinate with States and regional organisations the development of a common AFI position at the AN Conf/12 Agenda item |   |  |                                      |              |  |
| <b>CONCLUSION 18/61 A</b>           | <b>A SINGLE CENTRALIZED AIR NAVIGATION DEFICIENCIES DATABASE</b>                     | That States and International Organizations:<br>a) test the centralized database on iSTARS platform using the guidance at Appendix 4.1A;<br>b) update the data as necessary in coordination with ICAO  | Access and update the database                          | States and international organizations | Effective use and update of database | 31 Aug 2012  | Status of implementation to be reviewed by SG/13 |

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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                                |
|-------------------------------------|--|---|--|--------------------|--|------------------|---|
|                                     |  | <p>Regional Offices, Nairobi/Dakar; and</p> <p>c) provide feedback to ICAO Regional Office, Nairobi/Dakar by 31 August 2012.</p>  |  |                    |  |                  |   |
| <b>CONCLUSION 18/62</b>             | <b>IMPROVEMENT OF DEFICIENCY REPORTING</b>                               | <p>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.</p>                           | <p>Adopt effective reporting using minimum reporting areas</p> | <p>States</p>      | <p>Improved minimum deficiency reporting</p> | <p>2012-2015</p> | <p>Status of implementation to be reviewed by SG/13</p> |
| <b>CONCLUSION 18/63</b>             | <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>a) Human Factors</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</p> |  |                    |  |                  |   |

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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 |
|-------------------------------------|--|--|------------------|--------------------|-------------------------------|--------------|--------------------------|
|                                     |  | <p>the implementation of runway safety measures, crew discipline on board and measures preventing loss of control.</p> <p>b) Infrastructure deficiencies</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> |                  |                    |                               |              |                          |
| <b>CONCLUSION 18/64</b>             | <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 Providers (ANSPS) to participate in APIRG meetings.   |                  |                    |                               |              |                          |

\*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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