AFI REGIONAL PERFORMANCE OBJECTIVES/NATIONAL

PERFORMANCE OBJECTIVES FOR RVSM

OPERATIONAL SAFETY ASSESSMENT METHODOLOGY (PFF ATM/01)				
Benefits				
Environment	☐ reductions in fuel consumption			
Efficiency	☐ ability of aircraft to conduct flight more closely to preferred trajectories ☐ facilitate utilization of advanced technologies (e.g. improved altimetry systems) thereby increasing efficiency			
Safety	☐ enhance safety by wider distribution of aircraft in a given airspace			
Strategy ***Short term (2010) Medium term (2011 - 2015)***				
ATM OC COMPONENTS	**TASKS**	**TIMEFRAME START-END**	**RESPONSIBILITY**	**STATUS**
AOM	***En-route airspace*** ☐ create a scrutiny group to monitor and analyze the safety of operations in the AFI region in a formal basis. The scrutiny group will utilize safety management principles outlined in Doc 9859 in order to analyze operational errors and deviations and propose mitigation measures to control them ☐ that AFI States' use Safety Programmes and SMS methodologies in the control and mitigation of risks in the region ☐ that a yearly CRA be conducted by the RMA for analysis by the scrutiny group. The CRA will be used as a relative reference from year to year. The initial acceptability of a collision risk to be determined by experts of the scrutiny group. Meeting the TLS of $2.5x10^{-9}$ fatal accidents per aircraft flying hour for **technical risk** be maintained as a requirement to continue with RVSM operations ☐ the Scrutiny Group provide yearly report to APIRG about the status of operations safety in the region	2009-…. 2009 2009 ongoing ongoing		
Linkage to GPIs	GPI/02: Support implementation of RVSM			

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AFI REGIONAL PERFORMANCE OBJECTIVES/NATIONAL

PERFORMANCE OBJECTIVES FOR PBN

AFI REGIONAL PERFORMANCE OBJECTIVES/NATIONAL PERFORMANCE OBJECTIVES OPTIMIZATION OF THE ATS ROUTE STRUCTURE IN EN-ROUTE AIRSPACE (PFF ATM/02)				
Benefits				
Environment	• reduction in gas emissions			
Efficiency Safety	• ability of aircraft to conduct flight more closely to preferred trajectories			
	• increase in airspace capacity			
	• facilitate utilization of advanced technologies (e.g., FMS-based arrivals) and ATC decision support tools (e.g., metering and sequencing), thereby increasing efficiency			
Strategy ***Short term (2010)*** ***Medium term (2011-2015)***				
ATM OC COMPONENTS	**TASKS**	**TIMEFRAME START-END**	**RESPONSIBILITY**	**STATUS**
AOM	***En-route airspace***	2008		
	• develop regional implementation plan	2008-2009	APIRG	Completed
	• develop regional action plan	2009-2010	APIRG	Completed
	• establish collaborative decision making (CDM) process	2010	States	Continuous
	• develop airspace concept based on AFI PBN regional implementation plan, in order to design and implement a trunk route network, connecting major city pairs in the upper airspace and for transit to/from aerodromes, on the basis of PBN, e.g. RNAV 10 and RNAV 5, and taking into account interregional harmonization	2009-2012	APIRG/States	In progress
	• harmonize national and regional PBN implementation plans	2010-2016	APIRG/States	On-going
	• develop performance measurement plan	2010-2012	States	In progress
	• formulate safety plan	2010-2012	States	To be developed
	• publish national regulations for aircraft and operators approval using PBN manual as guidance material	2010-2011	States	To be developed
	• identify training needs and develop corresponding guidelines	2010-2011	States	In progress
	• identify training programmes and develop corresponding guidelines	2010-2011	APIRG/States	in progress
	• formulate system performance monitoring plan	2010-2011	APIRG/States	To be developed

	• implementation of en-route ATS routes	2010-2012	APIRG/States	In progress
	• monitor implementation progress in accordance with AFI PBN implementation plan and State implementation plan	2010 and beyond	APIRG/States	On-going
Linkage to GPIs	GPI/5: performance-based navigation; GPI/7: dynamic and flexible ATS route management; GPI/8: collaborative airspace design and management; GPI/10: terminal area design and management; GPI/11: RNP and RNAV SIDs and STARs; GPI/12: FMS-based arrival procedures.			

Benefits				
Environment **Efficiency** **Safety**	• reduction in gas emissions • ability of aircraft to conduct flight more closely to preferred trajectories • increase in airspace capacity • improved availability of procedures • facilitate utilization of advanced technologies (e.g., FMS based arrivals) and ATC decision support tools (e.g., metering and sequencing), thereby increasing efficiency			
Strategy ***Short term (2010)*** ***Medium term (2011-2015)***				
ATM OC COMPONENTS	**TASKS**	**TIMEFRAME START-END**	**RESPONSIBILITY**	**STATUS**
AOM	***Terminal airspace***	2008		
	• develop regional implementation plan	2009	APIRG	Completed
	• develop regional action plan	2009-2010	APIRG	Completed
	• develop State PBN implementation plan	2009 (see note1)	States	In progress
	• establish collaborative decision making (CDM) process	2010	States	In progress
	• develop airspace concept based on AFI PBN roadmap, in order to design and implement an optimized standard instrument departures (SIDs), standard instrument arrivals (STARs), holding and associated instrument flight procedures, on the basis of PBN and, in particular RNAV 1 and Basic-RNP 1	2009-2012	PBN TF/States	In progress
	• develop performance measurement plan	2010-2012	States	In progress
	• formulate safety plan	2010-2012	States	To be developed
	• publish national regulations for aircraft and operators approval using PBN manual as guidance material	2010-2011	States	To be developed
	• identify training needs and develop corresponding guidelines	2010-2011	States	In progress
	• identify training programmes and develop corresponding guidelines	2010-2011	APIRG	To be developed
	• formulate system performance monitoring plan	2010-2012	APIRG/States	In progress
	• develop a regional strategy and work programme implementation of SIDs and STARs	2009-2012	APIRG/States	In progress
	• monitor implementation progress in accordance with AFI PBN implementation roadmap and State implementation plan	2010 and beyond	APIRG/States	On going
Linkage to GPIs	GPI/5: performance-based navigation; GPI/7: dynamic and flexible ATS route management; GPI/8: collaborative airspace design and management; GPI/10: terminal area design and management; GPI/11: RNP and RNAV SIDs and STARs; GPI/12: FMS-based arrival procedures.			

OPTIMIZATION OF VERTICALLY GUIDED RNP APPROACHES
(PFF ATM/04)

Benefits				
Environment **Efficiency** **Safety**	• reduction in gas emissions • increased accessibility to aerodromes, including continuity of access • increased runway capacity • reduced pilot workload • availability of reliable lateral and vertical navigation capability			
Strategy				
ATM OC COMPONENTS	**TASKS**	**TIMEFRAME START-END**	**RESPONSIBILITY**	**STATUS**
AOM	***Terminal airspace***	2008		
	• develop regional implementation plan	2008 – 2009	APIRG	Completed
	• develop regional action plan	2009-2010	APIRG	Completed
	• develop State PBN implementation plan	2009	States	In progress
	• establish collaborative decision making (CDM) process	2010	States	In progress
	• develop airspace concept based on AFI PBN implementation plan, in order to design and implement RNP APCH with Baro-VNAV or LNAV only (see note 1) in accordance with relevant Assembly resolutions , and RNP AR APCH where beneficial	2009 – 2012	APIRG/States	In progress
	• develop performance measurement plan	2010-2012	States	In progress
	• formulate safety plan	2010-2012	States	To be developed
	• publish national regulations for aircraft and operators approval using PBN manual as guidance material	2010-2011	States	To be developed
	• identify training needs and develop corresponding guidelines	2010-2011	States	In progress
	• identify training programmes and develop corresponding guidelines	2010-2011	APIRG/States	To be developed
	• implementation of APV procedures	2010 - 2016	APIRG/States	In progress
	• Formulate system performance monitoring plan	2010-2012	APIRG/States	in progress
Linkage to GPIs	GPI/8: collaborative airspace design and management; GPI/10: terminal area design and management; GPI/11: RNP and RNAV SIDs and STARs; GPI/12: FMS-based arrival procedures			

Note 1: States that have not already done so should complete preparation of their national PBN implementation plans as soon as possible.

Note 2: Where altimeter setting does not exist or aircraft are not suitably equipped for APV.

AFI REGIONAL PERFORMANCE OBJECTIVES / NATIONAL PERFORMANCE OBJECTIVES FOR AIM

TRANSITION FROM AIS TO AIM (PFF AIM/01)				
Benefits				
Environment **Efficiency** **Safety**	. reductions in fuel consumption; . improved planning and management of flights; . efficient use of airspace; . improved safety			
KPI	Status of implementation of the AIRAC system in the AFI Region Status of implementation of QMS in the AFI Region Status of implementation of AIS Automation in the AFI Region			
Proposed Metrics	Number of States complying with the AIRAC procedures Number of Posting of AIS information on the ICAO AFI Forum Number of States having developed and signed service Level Agreements between AIS and data originators Number of States having organized QMS awareness campaigns and training programmes Number of States having implemented QMS Number of States having developed eAIP Number of States having developed a National Plan for the transition from AIS to AIM			
Strategy ***Short term (2010-2011)*** ***Medium term (2011 – 2015)***				
ATM OC COMPONENTS	**TASKS**	**TIMEFRAME START-END**	**RESPONSIBILITY**	**STATUS**
AUO, ATM SDM	• Improve the compliance with the AIRAC system	Ongoing	States & APIRG	Valid
	• Use of the internet, including the ICAO AFI Forum, for the advance posting of the aeronautical information considered of importance to users;	2009 – 2011	States & ICAO	Valid
	• Signature of service Level Agreements between AIS and data originators;	2009 – 2011	States	Valid

	• Foster the implementation of AFI QMS based on the AFI Region Methodology for the implementation of QMS ;	2009 – 2011	ICAO & APIRG & States	Valid
	• Monitor the implementation of QMS until complete implementation of the requirements by all AFI States;	2008 - 2013	ICAO & APIRG	Valid
	• Foster the development of eAIPs by AFI States;	2009 - 2013	States & APIRG	Valid
	• Monitor the implementation of AIS automation in the AFI Region in order to ensure availability, sharing and management of electronic aeronautical information;	2008 -2013	ICAO & APIRG	Valid
	• Foster the development of National/regional AIS databases;	2010 – 2015	ICAO & APIRG & States	Valid
Linkage to GPIs	GPI-5: performance-based navigation; GPI-11: RNP and RNAV SIDs and STARs; GPI-18: Aeronautical Information			

REGIONAL PERFORMANCE OBJECTIVES / NATIONAL PERFORMANCE OBJECTIVES FOR AIM

REGIONAL/NATIONAL PERFORMANCE OBJECTIVE
IMPLEMENTATION OF WGS-84 AND e-TOD
(PFF AIM/02)

Benefits

Environment	• Supporting benefits described in performance objectives for PBN
Efficiency	• WG8 -84 is a prerequisite for performance-based navigation, benefits described in performance objectives for PBN.
	• support approach and departure procedure design and implementation
	• improve aircraft operating limitations analysis
	• support aeronautical chart production and on-board databases
Safety	• improve situational awareness
	• support determination of emergency contingency procedures
	• support technologies such as ground proximity and minimum safe altitude warning systems
	• see benefits described in performance objectives for PBN
KPI	• status of implementation of WGS-84 in the AFI Region • status of implementation of e-TOD in the AFI Region (for Areas 1 & 4)
Proposed Metrics	• number of States having fully implemented WGS-84 • number of States having organized e-TOD awareness campaigns and training programmes • number of States having implemented e-TOD for Areas 1 & 4.

Strategy
Short term (2010-2012)
Medium term (2012 - 2016)

ATM OC COMPONENTS	TASKS	TIMEFRAME START-END	RESPONSIBILITY	STATUS
ATM CM	***Electronic terrain and obstacle data (e-TOD)*** • share experience and resources in the implementation of e-TOD through the establishment of an e-TOD working group	2008-2011	APIRG States	e-TOD WG has been established
	• report requirements and monitor implementation status of e-TOD using a new AIS Table of the AFI FASID (Ref. Appendix B)	2008-ongoing	APIRG States	
ATM AUO	• develop a high level policy for the management of a national e-TOD programme	2008-2012	States	
ATM AUO	***Electronic terrain and obstacle data (e-TOD)*** • Provide Terrain and Obstacle data for area 1	2008-2012	States	
	• Provide Terrain and Obstacle data for area 4	2008-2012	States	

	• assessment of Annex 15 requirements related to the provision of e-TOD for area 2 and 3	2010-2012	States	
	• development of an action plan for the provision of e-TOD for area 2 and 3	2013	States	
	• provide necessary Terrain and Obstacle data for area 2	2015	States	
	• provide necessary Terrain and Obstacle data for area 3	2015	States	
	WGS-84 • establish WGS-84 implementation goals in coordination with the national PBN implementation plan	2008-2012	States	
	• report requirements and monitor implementation status of WGS-84 using the new AIM-5 Table of the AFI FASID and take remedial action if required • completeWGS-84 implementation	2011- 2013 2013	APIRG States States	
Linkage to GPIs	GPI-5: Performance-based navigation; GPI-9: Situational awareness; GPI-ll: RNP and RNAV SIDs and STARs; GPI-18: Aeronautical Information; GPI-20: WGS-84; GPI-2l: Navigation systems			

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AFI REGIONAL PERFORMANCE OBJECTIVES/NATIONAL

PERFORMANCE OBJECTIVES FOR SEARCH AND RESCUE (SAR)

ESTABLISHMENT OF SUB-REGIONAL SAR ARRANGEMENTS (PFF SAR/01)				
Benefits				
Efficiency and Safety	• cost-efficient use of accommodation and RCC equipment on a shared basis • service provision more uniform across a geographic area defined by risk • proficient services provided near and within States with limited resources. • harmonization of aviation / maritime procedures • inter-operability of life-saving equipment • development of a pool of experienced SAR mission coordinators skilled across both aviation and maritime domains thus reducing coordination and fragmentation			
Strategy				
ATM OC COMPONENTS	**TASKS**	**TIMEFRAME START-END**	**RESPONSIBILITY**	**STATUS**
N/A	• conduct AFI Regional SAR workshop	every year	ICAO	
	• establish collaborative decision making process • Collaboration between states • Networking process by setting up a website; nominate a focal point within ICAO to manage the website • Nominate a focal point within each state/organization to coordinate SAR issues	2011 – 2012	ICAO /States	Not started
	• develop needs assessment and gap analysis • conduct self audits	2011 – 2012	APIRG/States	Not started
	• develop regional action plan to resolve the deficiencies	2011 – 2012	APIRG/States	Not started
	• conduct regional SAR Administrators training and SAR Mission Coordinators training	2011 – 2012	ICAO	Not started
	• determine regional and sub regional organisation, functions and responsibilities, accommodation and equipment needs.	2011 – 2012	APIRG/ States	Not started
	• produce draft legislation, regulations, operational procedures, letters of agreement SAR plans and safety management policies for regional SAR provision using IAMSAR manual as guidance.	2010 – 2012	APIRG	Implementation on a continuous basis

	• determine future training needs and develop training plans and conduct training as required	2010 – permanent	APIRG/States	Implementation on a continuous basis
	• develop SAR plan • alerting procedures • resource databases • interface procedures with aerodrome emergency procedures and generic disaster response providers • RCC check lists • staffing, proficiency and certification plans • preventive SAR programmes • quality programmes • education and awareness programmes • in-flight emergency response procedures	2011 – 2012	States	Not started
	• conduct SAR exercises required: -National -Multinational	2012 - Permanent	States	Not started
	• monitor implementation process	As appropriate	ICAO/States	Not started
Linkage to GPIs	N/A			

Notes:

1. Enablers: Regional Organizations like SADC, ECOWAS, CEMAC, EAC etc.

2. The Task Force has identified the following groups of RCCs as potential base for regional/sub-regional SAR close co-operation e.g. SAR exercise, training, meetings etc..

- Casablanca, Canarias, Dakar, Roberts, Sal,
- Algiers, Asmara, Cairo, Tripoli, Tunis,
- Accra, Brazzaville, Kano, Kinshasa, Ndjamena, Niamey,
- Addis, Entebbé, Khartoum, Mogadishu, Nairobi,
- Southern African States,
- Antananarivo, Mauritius, Seychelles.

3. All work requires close cooperation with all States affected, ICAO, IMO, Cospas-Sarsat and other worldwide bodies as required.

AFI REGIONAL PERFORMANCE OBJECTIVES/NATIONAL PERFORMANCE OBJECTIVES FOR METEOROLOGY

FOSTER THE IMPLEMENTATION OF SIGMET AND QMS IN THE AFI REGION (PFF MET/01)				
Benefits				
Environment	☐ contribution in the reduction in fuel consumption			
Efficiency	☐ improvement of efficiency of meteorological services to aircraft in flight ☐ ensure timely preparation and provision to airlines of aviation warnings for en-route meteorological hazards ☐ ensure the quality management system (QMS) in the provision of MET information to international civil aviation			
Safety	☐ minimize encounters by aircraft of hazardous meteorological conditions			
Strategy ***Short term (2010) Medium*** ***term (2011 - 2015)***				
ATM OC COMPONENTS	**TASKS**	**TIMEFRAME START-END**	**RESPONSIBILITY**	**STATUS**
AOM, DCB, AO, TS, AUO	SIGMET ☐ assessment on the current level of implementation through a first SIGMET test in the AFI Region ☐ establishment of an updated list of deficiencies including States not compliant with SIGMET format ☐ provision of details guidance to States not issuing SIGMET or correct SIGMET ☐ second SIGMET test to re-assess the level of implementation ☐ establishment of an implementation project in terms of seminars through special implementation projects (SIPs) and IFFAS projects for States not meeting their obligation	2008-2010	RO, MET	
	QMS ☐ two seminars in French and English for the chief executive of MET authorities and assessment of the current level of implementation during the seminars	2008-2011	RO, MET	

	☐ establishment of an updated list of States not implemented or partly implemented the QMS ☐ training of trainers for personnel in States not implemented through projects ☐ establishment of an implementation project in terms of seminars and consultancy services through projects during the initial stages of implementation for States not meeting their obligation			
Linkage to GPIs	GPI/19: Meteorological systems			

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AFI REGIONAL PERFORMANCE OBJECTIVES/NATIONAL PERFORMANCE OBJECTIVES FOR METEOROLOGY

FOSTER THE IMPLEMENTATION OF TERMINAL AREA WARNINGS AND FORECASTS, PROVISION OF WAFS FORECASTS AND OPTIMIZATION OF OPMET DATA EXCHANGES IN THE AFI REGION (PFF MET/02)

Benefits

Environment	☐ contribution in the reduction in fuel consumption;
Efficiency	☐ improvement of efficiency in meteorological services to aircraft in flight; ☐ ensure timely preparation and provision to airlines of aviation warnings for terminal area meteorological hazards; ☐ improvement in the efficiency of flight planning by airlines taking into account prevailing and expected meteorological conditions along the route based on WAFS forecasts;
Safety	☐ minimize encounters by aircraft of hazardous meteorological conditions.

Strategy

Short term (2010) Medium

term (2011 - 20015)

ATM OC COMPONENTS	TASKS	TIMEFRAME START-END	RESPONSIBILITY	STATUS
AOM, DCB, AO, TS, AUO	***Terminal area warnings and forecasts*** ☐ Step 1: Assessment of the current level of implementation of facilities at aerodromes for monitoring hazardous meteorological conditions; ☐ Step 2: Establishment of an updated list of deficiencies including States not compliant with required facilities stipulated in Annex 3 and the AFI ANP and for States to develop action plans to eliminate the deficiencies; ☐ Step 3: Provision of details guidance to States not issuing terminal area warnings and forecasts; ☐ Step 4: Establishment of an implementation project in terms of seminars and consultancy services through special implementation projects (SIP) and IFFAS projects respectively for States not meeting their obligation;	2008-2010		

	World area forecast system (WAFS) ☐ Step 1: Two seminars in French and English on new WAFS gridded forecasts; ☐ Step 2: Establishment of an updated list of States not receiving WAFS products and areas of constraints in implementing SADIS VSAT and FTP service and States concerned to develop remedial action plans; ☐ Step 3: Establishment of an implementation project in terms of seminars and consultancy services through SIPs and IFFAS projects respectively; ***Optimization of OPMET data Exchange and implementation of OPMET databanks*** ☐ Step 1: Undertake an assessment of the availability and quality of OPMET data in the region and States not meeting the required levels of implementation to develop remedial action plans; ☐ Step 2: Two seminars in French and English on AMBEX and OPMET AFI data banks procedures; ☐ Step 3: Establishment of an implementation project in terms of seminars and consultancy services through SIPs and IFFAS projects respectively obligation;	2008-2011 2008-2011		
Linkage to GPIs	GPI/19: Meteorological systems			

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REGIONAL PERFORMANCE OBJECTIVES/NATIONAL PERFORMANCE OBJECTIVES FOR COMMUNICATIONS, NAVIGATION AND SURVEILLANCE

AERONAUTICAL TELECOMMUNICATIONS (PFF CNS/01)				
Benefits				
Safety	• Improvement of safety in airspace and at aerodromes			
	• enhanced safety in flight operations			
Efficiency	• Improved ATS coordination • Increased availability of communications • Avoid misunderstanding in communications • Facilitate the utilization of advanced technologies			
Environment	• TBD			
Strategy **Short term (2010)** ***Medium term (2011 - 2015)***				
ATM OC COMPONENTS	**TASKS**	**TIMEFRAME START-END**	**RESPONSI-BILITY**	**STATUS**
	Aeronautical mobile service (AMS)			
AO, TS, CM, AUO, AOM, SDM	• provision of VHF in FIRs Luanda, Khartoum, Somalia———and Kinshasa	2008–2012		Ongoing Implemented in DRC
	• provision of controller-pilot data link communications (CPDLC) procedures	2010-2015	States	On-going
	• establishment of a regional central reporting agency (CRA)	2010-2012	APIRG	Not started
	• development of regional guidance for required communication performance (RCP)	2010-2011	APIRG	On-going Global Operational Data Link Document (GOLD) adopted
	• implementation of RCP	2010-2015	States	Not started
	Aeronautical fixed service (AFS)			
	• implementation of bit-oriented protocol (BOP) between AFTN main centres	2010-2012	States	In progress

	• implementation of Aeronautical Message Handling System (AMHS)	2010-2012	States	In progress
	• implementation of ATS Inter-facility Data Communications (AIDC)	2010-2012	States	In progress
	Navigation			
	• implementation of navigational aids to increase safety at terminal areas	2008 – 2011		Ongoing
	• implementation of GNSS – carry out survey to determine the implementation status and identify the specific assistance needed if any	2009-2015	States	Ongoing
	Surveillance			
	• update of AFI surveillance plan for en-route operations	2008 – 2010	APIRG	In progress
	• implementation of AFI surveillance plan for en-route operations, including provision of automatic dependent surveillance (ADS-C) procedures	2008-2015	States	In progress
	• development of AFI surveillance plan for TMA and aerodromes	2009-2012	APIRG	In progress
	• development of State implementation action plan based on AFI surveillance plan	2009 – 2012	APIRG	Not started
	Aeronautical spectrum			
	• implementation of automation support tools to enhance frequency management	July 2008 – 2009		Ongoing

	• AFI to join ICARD	August 2008 – March 2009		
	Performance measurement			
	• Development of performance measurement plan for CNS services	2010-2012	APIRG	Not started
Linkage to GPIs	GPI/9: Situational awareness; GPI/10: Terminal area design and management; GPI/17: Implementation of data link applications; - GPI/21: Navigation systems; GPI/22: Communication network infrastructure; GPI/23 – Aeronautical spectrum			

AFI REGIONAL OPERATIONAL OBJECTIVES/NATIONAL OPERATIONAL OBJECTIVES FOR AERODROME OPERATIONS

IMPLEMENTATION OF AERODROME CERTIFICATION (PFF AOP/01)				
Benefits				
Efficiency	☐ ensure aerodrome operators comply with relevant ICAO SARPs and/or applicable national regulations ☐ continued provision of safe and efficient aircraft operations at aerodromes			
Safety	☐ strengthen States' safety oversight responsibility on aerodrome operations			
Strategy ***Short term (2010) Medium*** ***term (2011 - 2015)***				
ATM OC COMPONENTS	**TASKS**	**TIMEFRAME START-END**	**RESPONSIBILITY**	**STATUS**
AO	☐ create a scrutiny group to assist and monitor the implementation of aerodrome certification in the AFI Region	January 2009 – June 2009		
	☐ analyze Annex 14, Volume I provisions on aerdrome certification vis-a-vis national legislations and regulations	June 2009 – December 2009		
	☐ analyze guidance in the *Manual on Certification of Aerodromes* (Doc 9774) vis-à-vis national regulations	June 2009 – December 2009		
	☐ develop and/or complete national regulations on aerodrome certification as necessary; and training of aerodrome inspectors	ongoing		
	☐ develop an action plan for certifying all remaining aerodromes used for international operations, including implementation of SMS	ongoing		
	☐ implement the action plan; and the scrutiny group to provide yearly feedback to APIRG regarding the status of the implementation of aerodrome certification	ongoing		
Linkage to GPIs	GPI/13: Aerodrome design and management; GPI/14: Runway operations			

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RELATIONSHIP BETWEEN AFI PFFS AND ASBU BLOCK 0 MODULES SELECTED FOR THE AFI REGION

	PIA1					PIA2			PIA3						PIA4		
	B0-15 RSEQ	B0-65 APTA	B0-70 WAKE	B0-75 SURF	B0-80 ACDM	B0-25 FICE	B0-30 DATM	B0-105 AMET	B0-10 FRTO	B0-35 NOPS	B0-84 ASUR	B0-86 OPFL	B0- 101 ACAS	B0-102 SNET	B0-05 CDO	B0-20 CCO	B0-40 TBO
PFF AFI ATM/01									X			X					
PFFAFI ATM/02									X								X
PFFAFI ATM/03		X							X						X	X	X
PFF AFI ATM/04									X						X	X	X
PFF AFI CNS/01						X		X		X							X
PFFAFI MET/01								X									
PFF AFI MET/02				X				X									
PFFAFI SAR/01																	
PFF AFI AIM/01							X										
PFF AFI AIM/02							X	X									
PFF AFI AGA/01				X	X												