INTERNATIONAL CIVIL AVIATION ORGANIZATION
NINTH MEETING OF THE NAFISAT SUPERVISORY COMMITTEE
(NAIROBI, KENYA, 18-20 MARCH 2014)

Agenda Item 8.c: APIRG Conclusions and Decisions relevant to the NAFISAT network

(Presented by Secretariat)

SUMMARY

This paper summarizes the APIRG Conclusions and Decisions relevant to the NAFISAT network

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Appendix
Conclusions/Decisions of APIRG/19
Relevant to NAFISAT

Conclusion/ Decision no.	Title of Conclusion/Decision	Text of Conclusion/Decision	Responsibility	Deliverable
1	2	3	4	5
Conclusion 19/02:	Follow-up to AN-Conf/12 Recommendations by States and International Organizations	That the States and International Organizations take follow-up action as appropriate on the applicable recommendations of the AN-Conf/12.	States & International Organizations	Implementation of AN-Conf/12 Recommendations
Conclusion 19/04:	Regional priorities and targets for Air navigation	That: a) States establish, consistent with Recommendation 6/1 of the Twelfth Air Navigation Conference, priorities and targets for air navigation by May 2014; b) States share successful initiatives among each other; c) PIRGs utilize specific interface groups, where required, for addressing the harmonization of air navigation plans in adjacent regions; and d) The Secretariat develop a coordination mechanism between the APIRG and the RASG-AFI to ensure consistency of action and avoid overlap.	States States APIRG APIRG and RASG-AFI Secretaries	National air navigation plans with priorities Sharing of experience Interregional coordination Consistent air navigation and safety programmes

Conclusion/ Decision no.	Title of Conclusion/Decision	Text of Conclusion/Decision	Responsibility	Deliverable
1	2	3	4	5
Conclusion 19/06:	Adoption of AFI Regional Air Navigation System Implementation Action Plan Aligned with the ICAO Aviation System Block Upgrades (ASBUs)	That: a) AFI States adopt the Regional Air Navigation System Implementation Plan aligned with the 18 Block 0 Modules of the ICAO Aviation System Block Upgrades (ASBU) Methodology, as provided at Appendix 3.0A to this report; b) That AFI States implement the adopted modules based on their operational needs, the categorization and the prioritization defined in the Action Plan; c) The Secretariat finalize the implementation targets set for the adopted ASBU Block 0 Modules, and ensure that these targets are aligned with existing regional programmes aimed at enhancing air navigation capacity and efficiency and aviation safety; d) The APIRG and the ICAO Regional Offices coordinate the implementation of the ASBU Block 0 Modules related to Safety Key Performance Area with regional aviation safety mechanisms (RASG-AFI, AFI Plan) and other relevant safety initiatives for the AFI Region;	States States APIRG APIRG and RASG-AFI Secretaries	National air navigation plans with priorities Consistent air navigation and safety programmes
		e) ICAO continually provide capacity building through workshops and seminars to AFI States and regional stakeholders as the needs arise in the different levels of ASBUs; and f) The African Civil Aviation Commission (AFCAC), Regional Economic Communities and Financial institutions to provide their support and assist States the implementation of the AFI Regional Air Navigation System Implementation Action Plan.	ICAO AFCAC RECs	Workshops and Seminars held on ASBUs Implementation of Air Navigation Plan elements

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Conclusion 19/25:	Implementation of Voice over IP for ATS/DS	That: AFI States implement Voice over IP (VoIP) as an evolution of the current point-to-point ATS/DS system, and conduct coordinated trials on VoIP prior to operational use.	States	VoIP trials for ATS/DS
Decision 19/26:	Draft guidelines for the implementation of AMHS Systems in the AFI Region	That: a) The AMHS Implementation Task Force should complete its work on the Draft AFI AMHS Manual, Draft Guidelines on Internet Protocol (IP)–based Infrastructure Tests and Draft AMHS Training Guidelines by 30 March 2014; and b) The Secretariat circulate the Draft Guidelines to be developed by the AMHS Task Force (when available), as an interim measure to facilitate trials by States, pending their submission to the next APIRG meeting for formal adoption.	APIRG ICAO ROs	Draft Guidelines on AHMS implementation and training Draft Guidelines on AHMS implementation and training circulated to States
Conclusion 19/31:	Interoperability of AFI Aeronautical Surveillance Systems	That, in order to enable seamless ATM operation within the AFI Region: a) States and service providers take the necessary steps to ensure interoperability of the existing aeronautical surveillance systems and facilitate surveillance data sharing; b) AFCAC be requested to support the continuous provision of aeronautical surveillance services along the areas of routing identified by the APIRG through an integrated surveillance system; and c) ICAO continue to assist AFI States' initiatives towards the implementation of an integrated aeronautical surveillance system, through seminars, workshops and technical coordination meetings	States	Interoperability of surveillance systems

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1	2	3	4	5
Conclusion 19/32:	Coordination between CAAs and National Telecommunication Regulatory Authorities	That: States establish a coordination framework and procedures between national Civil Aviation Authorities and Telecommunications Authorities with the assistance of the ICAO Regional Offices as required, in order to facilitate efficient provision, operation and protection of aeronautical frequency spectrum.	States	Coordination process between CAAs and Telecommunication Authorities
Conclusion 19/33:	Monitoring and Reporting of Cases of Interference to Aeronautical Spectrum	That: States support the studies called for under ITU WRC-12 Resolution 154 by: a) ensuring that their operated aeronautical frequencies are duly registered in the ITU Master International Frequency Register through Telecommunications Authorities and notified to the ICAO Regional Offices for inclusion in the global and regional frequency databases; and b) monitoring and reporting to ITU all cases of interference caused to aeronautical frequencies, such as interference from International Mobile Telecommunications (IMTs) in the frequency band 3.4 – 4.2 GHz (C-Band) used by aeronautical VSATs, for consideration by ITU WRC Working Parties.	States States	Registration of aeronautical frequencies Protection of aeronautical VSAT frequency band
Conclusion 19/34:	Support to ICAO Position for WRC-15	That: States support the ICAO position for ITU WRC-15 by: a) incorporating the ICAO position in the national position to WRC-15; b) coordinating this position with all aviation stakeholders (CAAs, ANSPs, Air Operators, Airport Operators, etc.); and c) Ensuring regular and active participation of Civil Aviation Representatives dealing with aeronautical spectrum issues (such as AFI FMG focal points) in WRC-15 preparatory activities at regional/global level and during the Conference.	States	Support to ICAO Position for WRC-15

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Decision 19/35:	Implementation of Performance Data Collection Forms for AFS	That the best practices adopted by APIRG for Aeronautical Fixed Services (AFS) be amended to include the Performance Data Collection Forms (PDCFs) shown at Appendix 3.4A to this report.	States	Harmonization of AFS performance measurement
Conclusion 19/36:	Harmonization of the collection of the statistics on the performance of the VSAT Networks	That as from 1 January 2014, in order to harmonize the monitoring, collection and Reporting of technical and operational data on Aeronautical Fixed Services (AFS) characteristics and performance, States should: a) Apply the four-level assessment model including space segment, radiofrequency equipment, modulators/demodulators, end-user equipment; and b) use the software tools available in their processing systems to increase accuracy of the reported data, and facilitate comparative analysis of these data.	States	Uniform AFS performance monitoring and report
Decision 19/37:	Terms of Reference, Future Work Programme and Composition of the IRTI Task Force	That: a) the activities related to the development of an integrated regional telecommunication infrastructure should be pursued based on the Action Plan shown at Appendix 3.4E to this report; and b) the terms of reference, future work Programme and composition of the IRTI Task Force be amended as proposed in Appendix 3.4F to this report.	APIRG APIRG	Integrated Regional Telecommunication Infrastructure IRTI Task Force terms of reference amended
Decision 19/38:	Planning and Implementation of ATN applications	That the CNS Sub-Group should address all aspects of the planning and implementation of the Aeronautical Telecommunication Network (ATN) applications including ATS ground-ground and air-ground data link applications, in order to ensure systems interoperability through a coordinated and harmonized framework.	APIRG	Coordinated /Harmonized implementation of ATN