	PROPOSED PROJECTS	PRIORITY	RELATED ASBU MODULES & Regional Performance Objective	RELATED CURRENT ACTIVITY	REMARKS
1	**PBN Airspace Concept (Airspace Design)** **SO(s):** A, B, E **Objective:** To assist States in establishing airspace strategic objectives (improvement of safety, increasing capacity, mitigating environmental impact, etc.) for individual airspaces, associated airspace design and operational requirements to be enabled by specific PBN applications.	**A**	**B0-FRTO; B0-CCO, B0-CDO**	PBN Go Teams, PBN Workshops	In close coordination and partnership with the AFPP
2	**AORTA – (AFI Optimized Route Trajectories and Airspace)** **SO(s):** A, B, E **Objective:** To ensure coordinated implementation of terminal and en-routes including CCO & CDO, to achieve seamlessness (avoid loss of benefits bottlenecks) using PBN	**A**	**B0-FRTO: En-route, Terminal; B0-CCO, B0-CDO**	Review of the AFI ATS route network (PRND WG)	In close coordination and partnership with the AFPP
	a) ATS route network maintenance (ARNM)			Review of the AFI ATS route network (PRND WG)	To ensure continued effectiveness of network and accommodate new requirements
	b) Harmonization of En-route and Terminal Airspace Trajectories (HETAT)	**A**			To ensure seamlessness, facilitate airspace concepts, and enable CCO and CDO
	c) Flexible – User Preferred Routing Initiatives (FURIs)	**B**			

3	**AFI SSR Code Allocation and Assignment Review (ASCAAR)** **SO(s):** A, B **Objective:** To update the AFI SSR Code Allocation Plan and assignment standards in order to make codes available to all airspaces and improve usage to increase availability of each code.	A	**B0-ASUR** **B0-SNET**	Review and update of the AFI SSR Code Allocation Plan (ASCAA WG**)**	
4	**ATS Competency Study (ATSCS)** **SO(s):** A **Objective:** To identify shortcomings that lead to the existing low levels of competency in ATS in many airspaces, and establish effective remedial strategies and actions	**A**	**Not Applicable**	Study of shortcomings in competency and training of ATS personnel (ATSCSG)	
5	**Contingency Planning and Operational Coordination (CPOC)** **SO(s):** A, D, E **Objective:** To support the coordination required to develop contingency routes in order for States complete and promulgate CPs.	**B**	**Not Applicable**	Development of Contingency Plans (APIRG Concl. 17/66 as updated by 19/76)	Development of CP, Coordination of CR with Adjacent, Establishment of Sub-regional mechanism to coordinate operation of CP
6	**Assistance on State Safety Programme Implementation (ASSPI)** **SO(s):** A **Objective:** To support States in the implementation of SSP/SMS, in accordance with the GASP near term Safety Initiatives	**C**	**GASP Safety Initiatives**	APIRG and RASG-AFI Conclusions	
7	**Operational Requirements for CNS (OPREC)**	**A**	**B0-FRTO** **B0-ASUR**	Coordination between the	While taking optimum advantage of existing technologies and

	SO(s): A, B, E **Objective:** To ensure up to date clarity on what operational improvements should be prioritized for specific areas at specific times, based on user requirements, and to clearly identify and provide guidance on minimum infrastructure (CNS) requirements, in order to facilitate coordinate planning and implementation of operational and infrastructure requirements		**B0-SNET**	ATM/AIM/SAR and the CNS Sub-Groups	infrastructure, to avoid unnecessary implementation infrastructure without operational requirement
8	**NAVSPEC and Separation Minima Transition (NASMIT)** **SO(s):** A, B, E **Objective:** To ensure regionally harmonized alignment of Doc 4444 aircraft separation minima as the implementation of PBN and various ASBU modules progresses.	**A**	**B0-FRTO**	Implementation of PBN (PBN/GNSS TF)	Coordinate transition from RNAV 10 to RNAV 5 and RNP 4 NAVSPECs, and where appropriate RNAV 2/1 and reduction of separation minima from 10 minutes
9	**Civil/Military Cooperation & FUA Seminar/Workshops** **SO(s):** A, B **Objective:** To facilitate optimum use of available airspace and other resources available to the military and civil operations; to support safety objectives	**C**		APIRG Conclusions and ICAO activities	
10	**RVSM & Operational Safety in ATS (ROSATS)** **SO(s):** A, B, E **Objective:** To ensure continued viability RVSM airspace through maintenance of safety objectives in the RVSM airspace; and provide tactical safety resolution responses to both the RVSM strata and lower airspace safety issues.	**A**	**B0-FRTO**	ARMA and TAG safety maintenance and enhancement activities	Support to APIRG and RASG strategic initiatives. SP AFI/08 RAN Rec APIRG Conclusions RMACG Refer to the TAG/7 Meeting SoD.
	a) Analysis, Solutions and Monitoring of UCRs (ASMU)				Include performance of tasks identified for the Scrutiny Group by

					the SP AFI/08 RAN (i) generally monitor and analyse the safety of operations in the AFI Region (ii) classifying/categorising UCRs applying safety management principles in Doc 9859 iii) identifying trends in operational errors, causal and contributing factors iv) establishing priority needs to resolve safety issues
	b) Assistance to Resolve Immediate Safety Concerns in ATS (ARISC)				(i) informing relevant APIRG and RASG-AFI structure that may provide support (ii) providing direct support on operational solutions (iii) partnering with other parties to provide support
11	**Estimation, Reporting and Monitoring of Benefits from Operational Improvements (ERMBOI)** **SO(s):** A, B, E **Objective:** To make available reliable data and information the achievements of improvements and operational benefits in order to support monitoring and manage investments, etc.	**B**		APIRG Conclusions (18/58, 18/59)	Intensified use of the IFSET In coordination with designated Project Team in the IIM/SG
12	**Development of SAR plans for RCC/JRCC/RSC** **SO: A**	**A**		Integration of SAR Services; identifying solutions to	

	Objective: Assist in the development of SAR Plans in order support the functional effectiveness of State SAR organizations			impediments and developing regional guidance (ASSI TF)	
13	**Develop SAR legislation & Regulation for promulgation** **SO: A** **Objective:** To support the development of regulatory provisions forming the basic legal framework for SAR organizations and operations	**B**		Integration of SAR Services; identifying solutions to impediments and developing regional guidance (ASSI TF)	

INFORMAL STRUCTURES COMPLEMENTING THE FORMAL APIRG STRUCTURES:

a) **SAT** (South Atlantic Implementation Group (ICG) – An interregional Group (AFI, South America) for the coordinated implementation of ATM and CNS in the South Atlantic - AFI Area of Routing (AR2)
b) **"Go Teams"** (ATM, PBN, SAR) - Assistance missions of mission-specific experts triggered as and when need is identified. Modus operandi is "blitz" operations over a specific short period (usually 3 weeks or less) to effectively resolve a challenge or launch a complex concept. End of the mission is marked by tangible outcomes including ability of the target State/s to progress effectively. Go Teams can be triggered at regional level or by ICAO HQ.
c) **AIAG** (ATS Incident Analysis Group) – An AFI For the annual analysis of ATS incidents and investigation reports thereon in the AFI FIRs, validation of causal and contributing factors, recommending solutions and following up on implementation of the remedial actions.
d) **ASIOACG** (Arabian Sea/Indian Ocean ATS Coordination Group) - An interregional Group To, facilitate the optimum provision of Air Traffic Management (ATM) in the Arabian Sea and Indian Ocean region, through the development and implementation of improvements to ATM operational procedures
e) **INSPIRE** (Indian Ocean Strategic Partnership to Reduce Emissions) – An interregional Group, To implement User Preferred Routes (UPR) in the Arabia Sea and Indian Ocean airspace aimed at saving fuel and reducing CO2 emissions

OTHER SUPPORTIVE BODIES

f) **Regional Bodies –** AFCAC (African Civil Aviation Organization) has initiative and programmes intended to assist States implementation efforts.
g) **Sponsors and Funding organizations** – AfDB, etc.
h) **Sub-regional bodies** – Entities such as economic bodies (ECOWAS, EAC, SADAC, etc.) have direct and initiative that support implementation. Potential of their initiatives requires increased coordination at strategic and tactical levels
i) **Industry Initiatives** – Users and ANSPs (individually and through representative organization such as IATA and CANSO) have initiatives that support implementation on State by State level, sub-regional or regional levels in support of ICAO objectives

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