International Civil Aviation Organization

MIDANPIRG ATM/SAR/AIS Sub-Group

Thirteenth Meeting (ATM/AIM/SAR SG/13)
(Cairo, Egypt, 30 September – 3 October 2013)

Agenda Item 9: **Future Work Programme**

FUTURE WORK PROGRAMME

(Presented by the Secretariat)

SUMMARY
The aim of this paper is to propose new Terms of Reference (TOR) for the ATM SG and AIM SG taking into consideration the new MIDANPIRG Organizational Structure.
Action by the meeting is at paragraph 3.

REFERENCES
- ATM/SAR/AIS SG/12
- MIDANPIRG/13 Report
- MIDANPIRG Procedural Handbook
- MSG/3 Report

1.   INTRODUCTION

1.1   In accordance with the MIDANPIRG Procedural Handbook, the ATM/SAR/AIS Sub Group is expected to review and update, as necessary, its Terms of Reference and to decide on the dates and venue of its next meeting.

2.   DISCUSSION

2.1   The meeting may wish to note that taking into consideration the global developments related to air navigation planning and implementation and performance monitoring of the air navigation systems, and in order to increase the efficiency of MIDANPIRG, the Third meeting of the MIDANPIRG Steering Group (MSG/3) reviewed several proposals related to a new MIDANPIRG Organizational Structure and agreed that the proposals at **Appendices A** and **B** to this working paper, be further reviewed and considered. The meeting agreed that new Terms of Reference of the different MIDANPIRG subsidiary bodies should be developed and necessary amendments should be reflected in the MIDANPIRG Procedural Handbook.

2.2   Based on the above, the meeting agreed to the following Draft Conclusion:

DRAFT CONCLUSION 3/2:   MIDANPIRG REVISED ORGANIZATIONAL STRUCTURE

That, States:

a) *review the two (2) proposals at Appendices 4B and 4C to the Report on Agenda Item 4 related to the revised MIDANPIRG Organizational Structure; and*

b) *inform the ICAO MID Regional Office, before 31 August 2013 on the preferred Organizational Structure and provide inputs related to the Terms of Reference of the different MIDANPIRG subsidiary bodies*

2.3   Accordingly, the ICAO MID Regional Office issued State Letter Ref.: ME 3/56 – 13/170 dated 3 July 2013, requesting States to advise ICAO MID Regional Office about their preferred Organizational Structure (Proposal A or B). Likewise, Sates were requested to provide their inputs related to the Terms of Reference of the different MIDANPIRG subsidiary bodies according to the new Organizational Structure before 31 August 2013, which will be presented to MIDANPIRG/14.

2.4   Based on the above, nine (9) replies from States were received on the preferred new MIDANPIRG organizational structure, the results were as follows:

- eight (8) States with Proposal A; and
- one (1) State with Proposal B.

2.5   The meeting may wish to note that in the new MIDANPIRG Organizational Structure, the ATM and AIM Sub-Groups have are proposed to be separated. Accordingly, the daft TOR at **Appendices C** and **D** to this working paper are proposed for the ATM SG and AIM SG, respectively.

2.6   Based on all the foregoing, the meeting may wish to note that the dates, duration and venue of the new Sub-Groups will be determined in due course.
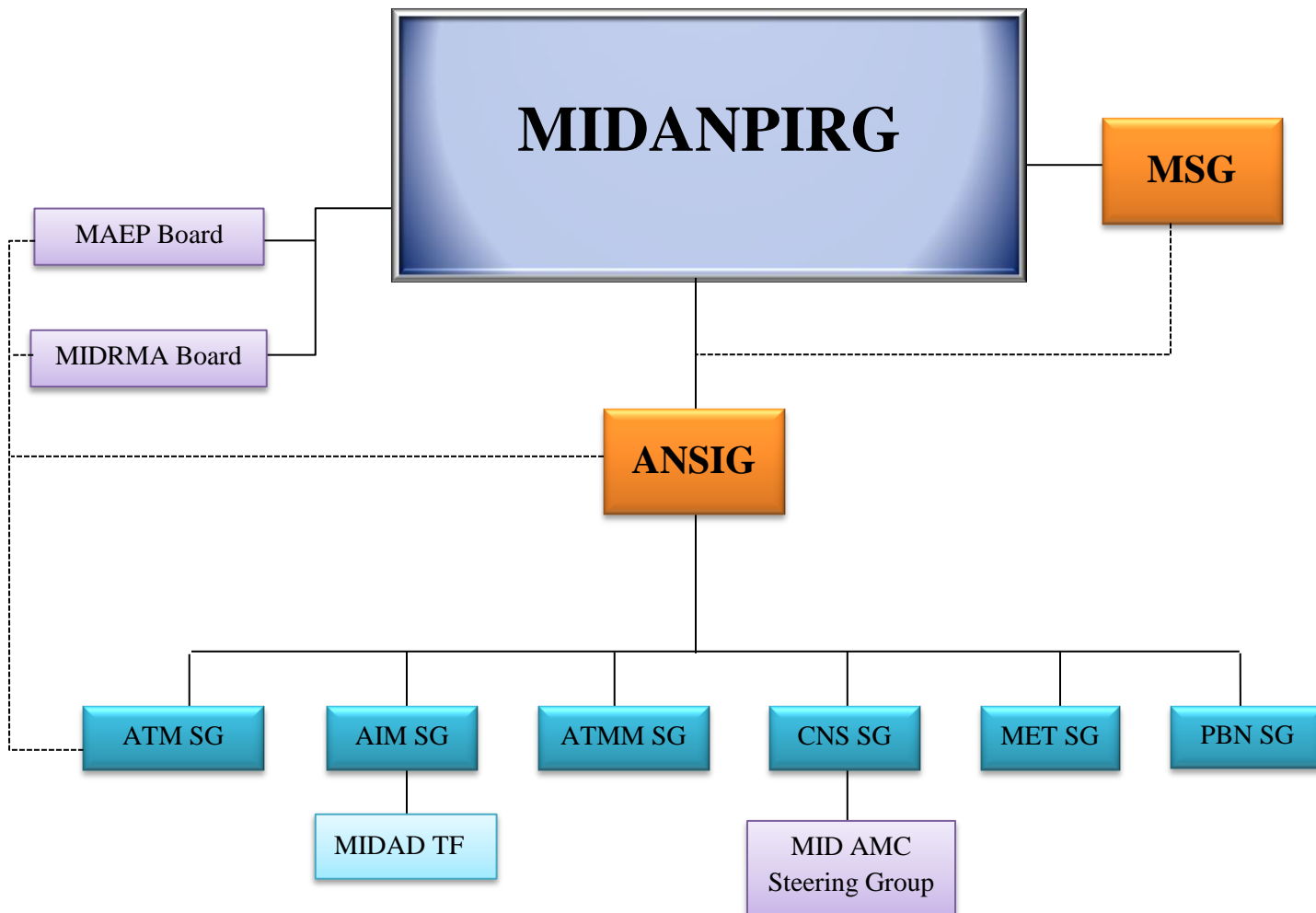
3.   ACTION BY THE MEETING

3.1   The meeting is invited to:

a) review and update the TOR of the ATM and AIM Sub-Groups at **Appendices C** and **D** to this working paper, respectively; and

b) agree that the exact dates, duration and venue of the ATM SG and AIM SG meetings will be determined by the Secretariat in due course.
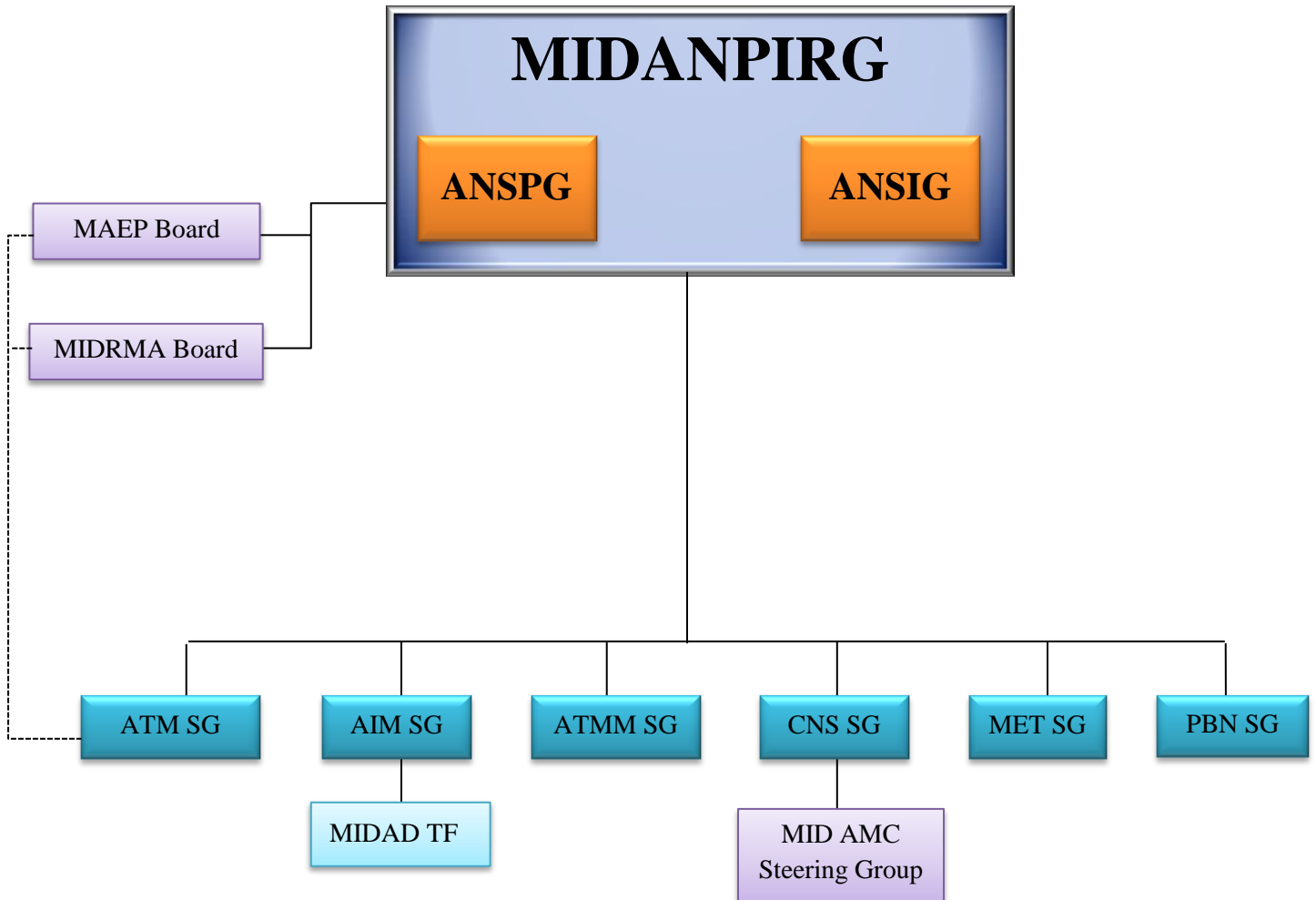

PROPOSAL A

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                          │   MIDANPIRG     │──────┐
                          │                 │      │  ┌──────────┐
┌──────────────┐          │                 │      └──│   MSG    │
│  MAEP Board  │──────────│                 │         └──────────┘
└──────────────┘          └─────────────────┘
                                  │
┌──────────────┐                  │
│ MIDRMA Board │                  │
└──────────────┘            ┌──────────┐
                            │  ANSIG   │
                            └──────────┘
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MSG	MIDANPIRG Steering Group	MET SG	Meteorology Sub-Group
ANSIG	Air Navigation Systems Implementation Group	PBN SG	Performance Based Navigation Sub-Group
AIM SG	Aeronautical Information Management Sub-Group	MIDAD TF	MID Region AIS Database Task-Force
ATM SG	Air Traffic Management Sub-Group	MAEP Board	MID Region ATM Enhancement Programme Board
ATMM SG	Air Traffic Management Measurement Sub-Group	MIDRMA Board	Middle East Regional Monitoring Agency Board
CNS SG	Communication Navigation Surveillance Sub-Group	MID AMC Steering Group	MID Region ATS Message Management Centre Steering Group

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PROPOSAL B

MIDANPIRG

| ANSPG | ANSIG |

MAEP Board

MIDRMA Board

| ATM SG | AIM SG | ATMM SG | CNS SG | MET SG | PBN SG |

MIDAD TF

MID AMC
Steering Group

ANSIG	Air Navigation Systems Implementation Group	MET SG	Meteorology Sub-Group
ANSPG	Air Navigation Systems Planning Group	PBN SG	Performance Based Navigation Sub-Group
AIM SG	Aeronautical Information Management Sub-Group	MIDAD TF	MID Region AIS Database Task-Force
ATM SG	Air Traffic Management Sub-Group	MAEP Board	MID Region ATM Enhancement Programme Board
ATMM SG	Air Traffic Management Measurement Sub-Group	MIDRMA Board	Middle East Regional Monitoring Agency Board
CNS SG	Communication Navigation Surveillance Sub-Group	MID AMC Steering Group	MID Region ATS Message Management Centre Steering Group

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APPENDIX C

**TERMS OF REFERENCE (TOR) OF
AIR TRAFFIC MANAGEMENT SUB-GROUP
(ATM SG)**

1.   Terms of Reference

1.1   The terms of reference of the ATM Sub-Group are:

a) ensure that the planning and implementation of ATM in the MID Region is coherent and compatible with developments in adjacent regions, and is in line with the Global Air Navigation Plan (GANP), the Aviation System Block Upgrades (ASBU) methodology and the MID Region Air Navigation Strategy;

b) monitor the status of implementation of the MID Region ATM-related ASBU Modules included in the MID Region Air Navigation Strategy as well as other required ATM facilities and services, identify the associated difficulties and deficiencies and provide progress reports, as required;

c) keep under review the MID Region ATM performance objectives/priorities, develop action plans to achieve the agreed performance targets and propose changes to the MID Region ATM plans/priorities, through the ANSIG;

d) seek to achieve common understanding and support from all stakeholders involved in or affected by the ATM developments/activities in the MID Region;

e) provide a platform for harmonization of developments and deployments in the ATM domain;

f) based on the airspace user needs and in coordination with stakeholders (States, International Organizations, user representative organizations and other ICAO Regions), identify requirements and improvements for achieving and maintaining an efficient route network in the MID Region;

g) foster and initiate actions aimed at improving civil/military cooperation and Flexible Use of Airspace (FUA) implementation;

h) keep under review the adequacy of requirements in Search and Rescue field, taking into account, *inter alia*, changes to aircraft operations and new operational requirements or technological developments;

i) ensure the effectiveness of the SSR code allocation system in the MID Region;

j) identify, State by State, those specific deficiencies that constitute major obstacles to the provision of efficient air traffic management and recommend specific measures to eliminate them;

k) develop the MID Region ATM Contingency Plan and ensure that its maintained up to date;

l)   monitor the implementation of the MID Region ASBU Modules included in the MID Region Air Navigation Strategy related to the ATM, provide expert inputs for ATM related issues; and propose solutions for meeting ATM operational requirements;

m) monitor and review the latest developments in the area of ATM;

n)   provide regular progress reports to the ANSIG Group and MIDANPIRG concerning its work programme; and

o)   review periodically its Terms of Reference and propose amendments as necessary.

1.2   **In order to meet the Terms of Reference, the ATM Sub Group shall**:

a)   provide necessary assistance and guidance to States to ensure harmonization and interoperability in line with the GANP, the MID ANP and ASBU methodology;

b)   provide necessary inputs to the MID Air Navigation Strategy through the monitoring of the agreed Key Performance Indicators related to ATM;

c)   review the MID ATS Routes Network in order to assess its capacity and constraints;

d)   identify requirements and improvements for achieving and maintaining an efficient ATS route network in the MID Region;

e)   propose a strategy and prioritized plan for development of improvements to the route network, highlighting:

- areas that require immediate attention
- interface issues with adjacent ICAO Regions

f)   develop a working depository for route proposals that will be used as a dynamic reference document for ongoing discussions on routes under development/ modification. In this respect, the Task Force should explore the utility that can be realized from the route catalogue concept/ATS routes database;

g)   engage the necessary parties regarding routes under consideration, especially the Military Authorities;

h)   promote civil/military cooperation and the implementation of the concepts of Flexible Use of Airspace (FUA), free flight, flexible tracks;

i)   facilitate effective civil/military cooperation and joint use of airspace in the MID Region;

j)   in coordination with the MIDRMA, carry out safety assessment of the proposed changes to the ATS Routes Network;

k)   submit completed route proposals for amendment of the Basic ANP Table ATS-1, to the ICAO MID Regional Office for processing;

l)   monitor the RVSM operations and support the continued safe use of RVSM in the MID Region;

m)   review and maintain the MID Region SSR Code Allocation Plan and monitor the implementation of the SSR codes allocation procedures in the Region;

n)   assist States in the development and co-ordination of contingency plans and ensure that the Regional contingency plan is maintained up-to-date;

o)   assess the effectiveness of the agreed Contingency measures/procedures and propose mitigation measures, as appropriate;

p)   address ATM and SAR interface issues with other regions and make specific recommendations to achieve seamlessness and harmonization;

q)   review the requirements and monitor the status of implementation of ATM and SAR services;

r)   analyse, review and monitor deficiencies in the ATM and SAR fields;

s)   develop proposals for the updating of relevant ICAO documentation, including the amendment of relevant parts of the MID ANP, as deemed necessary;

t)   establish and monitor ATM performance objectives for the MID Region; and

u)   taking into account human factors studies and available guidance material, make operational recommendations related to ATM personnel in the changing technological environment.

2.   COMPOSITION

2.1   The Sub-Group is composed of:

a)   MIDANPIRG Member States;

b)   experts nominated by Middle East Provider States from both Civil Aviation Authority and Military Authority;

c)   concerned International and Regional Organizations as observers; and

d)   other representatives from provider States and Industry may be invited on ad hoc basis, as observers, when required.

APPENDIX D

TERMS OF REFERENCE (TOR) OF
AERONAUTICAL INFORMATION MANAGEMENT SUB-GROUP
(AIM SG)

1. Terms of Reference

1.1 The terms of reference of the AIM Sub-Group are:

a) ensure that the implementation of AIM in the MID Region is coherent and compatible with developments in adjacent regions, and is in line with the Global Air Navigation Plan (GANP), the Aviation System Block Upgrades (ASBU) methodology and the MID Region Air Navigation Strategy;

b) monitor the status of implementation of the MID Region AIM-related ASBU Modules included in the MID Region Air Navigation Strategy as well as other required AIM facilities and services, identify the associated difficulties and deficiencies and provide progress reports, as required;

c) keep under review the MID Region AIM performance objectives/priorities, develop action plans to achieve the agreed performance targets and propose changes to the MID Region AIM plans/priorities, through the ANSIG;

d) seek to achieve common understanding and support from all stakeholders involved in or affected by the AIM developments/activities in the MID Region;

e) provide a platform for harmonization of developments and deployments in the AIM domain;

f) monitor and review the latest developments in the area of AIM and procedure design issues associated to AIM, provide expert inputs for AIM-related issues; and propose solutions for meeting ATM operational requirements;

g) provide regular progress reports to the ANSIG and MIDANPIRG concerning its work programme; and

h) review periodically its Terms of Reference and propose amendments, as necessary.

1.2 In order to meet the Terms of Reference, the AIM Sub Group shall:

a) monitor the status of implementation of the required AIM facilities and services in the MID Region;

b) assess and provide progress reports on the transition from AIS to AIM in the MID Region;

c) provide necessary assistance and guidance to States to ensure harmonization and interoperability in line with the GANP, the MID ANP and ASBU methodology;

d) provide necessary inputs to the MID Air Navigation Strategy through the monitoring of the agreed Key Performance Indicators related to AIM;

D-2

e) identify and review those specific deficiencies and problems that constitute major obstacles to the provision of efficient AIM services, and recommend necessary remedial actions;

f) keep under review the adequacy of ICAO SARPs requirements in the area of AIM, taking into account, inter alia, changes in user requirements, the evolution of operational requirements and technological developments;

g) develop proposals for the updating of relevant ICAO documentation related to AIM, including the amendment of relevant parts of the MID ANP, as deemed necessary;

h) monitor and review technical and operating developments in the area of AIM and foster their implementation in the MID Region in a harmonized manner; and

i) foster the integrated improvement of AIM services through proper training and qualification of the AIM personnel.

2. COMPOSITION

2.1 The Sub-Group is composed of:

a) MIDANPIRG Member States;

b) concerned International and Regional Organizations as observers; and

c) other representatives from provider States and Industry may be invited on ad hoc basis, as observers, when required.

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