

APPENDIX: B

INTERNATIONAL CIVIL AVIATION ORGANIZATION



**RE-ORGANIZED STRUCTURE OF AFRICA-INDIAN OCEAN PLANNING AND
IMPLEMENTATION REGIONAL GROUP (APIRG)**

GENERAL PRESENTATION

(Adopted by the Extraordinary Meeting of APIRG, 10-11 July 2014)

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INTRODUCTION

Implications for the Planning and Implementation Regional Groups (PIRGs) under the Fourth Edition of the ICAO Global Air Navigation Plan (GANP, Doc 9750)

The Twelfth Air Navigation Conference (AN-Conf/12, Montreal, 19-30 November 2012) adopted a revised Edition of the Global Air Navigation Plan (GANP, Doc 9750), which introduces the ICAO Aviation System Block Upgrades (ASBU) Methodology complemented by the Technology Roadmaps for Communications, Navigation and Surveillance (CNS), Information Management (IM) and Avionics.

The ICAO Planning and Implementation Regional Groups (PIRGs) are in the process of adopting the ASBU Modules through regional agreements. In so doing, PIRGs should ensure that all required supporting procedures, regulatory approvals and training capabilities are set in place. These supporting requirements need to be reflected in electronic regional Air Navigation Plans (eANPs) developed by the PIRGs, ensuring strategic transparency, coordinated progress and certainty of investment.

In order to support States' efforts, the development of business cases for any operational benefit will be facilitated with the detailed information available in the Global Plan's technology roadmaps and ASBU Module descriptions.

PIRGs function primarily on the basis of regular consultations with States and industry to align the specific measures and initiatives that they integrate into Regional Air Navigation Plans.

PIRGs are additionally responsible under the performance framework for coordinating reporting from States and industry that feed into later analysis activities, the annual Air Navigation Capacity and Efficiency Report, and any required tactical work Programme revisions.

Performance reviews are to be conducted via annual reports that will be developed by each ICAO Regional Office/PIRG in collaboration with local industry stakeholders. These are to be supported by data submitted by States with respect to Block Upgrade Modules' metrics.

As a result, the structure of APIRG and its working methods have been revised

to rationalize the contributory bodies of the Group away from technologies and toward operational performance, and to effectively address the annual reporting schedule.

1. BACKGROUND

Council Decision

1.1 In its Report (**C-WP/13135**) of March 2008, the Air Navigation Commission noted that while implementation is the responsibility of States, PIRGs could play a significant role in supporting the implementation of SARPs. The 183rd Session of the Council agreed (**C-DEC 183/9**) to retain for the time being the Terms of Reference of the PIRGs, except that of APIRG and GREPECAS were to be amended to exclude security matters. In addition, membership of the PIRGs was expanded to include all Contracting States who are service providers in an air navigation region.

Special AFI RAN Meeting

1.2 Taking into account the Council action on the Commission's report, the Special AFI RAN Meeting (Durban, South Africa, 24-29 November 2008), recognized the need to have a clearly defined strategy to implement ATM systems as well as the need to align work programmes of the States, Regions and ICAO Headquarters. The SP AFI RAN 2008 agreed that APIRG should review its structure to determine if changes would be beneficial in light of the performance-based approach to air navigation planning being proposed. It also felt that the structure and organization of regional air navigation plans (ANPs) should be reviewed on a global basis with a view to aligning the regional ANPs with the Global Air Navigation Plan and the performance-based approach to planning. It therefore, adopted the following Recommendations:

Recommendation 6/4 – Re-organization of APIRG

That APIRG review its working methods and organization and consider making adjustments to better support the ICAO performance framework in its planning and implementation activities.

APIRG Decision

1.3 At its Nineteenth meeting which was held in Dakar, Senegal from 28 to 31 October 2013, APIRG recalled that the ICAO Special Regional Air Navigation Meeting (SP AFI RAN 2008) adopted a performance-based approach to regional and national air navigation planning in the AFI Region, aligned with the Global Air Navigation Plan (Doc 9750, GANP). The Group agreed that the performance-based approach adopted by the ICAO SP AFI RAN 2008 meeting applies to the AFI Regional Air Navigation System Implementation Plan aligned with the ASBU Methodology, as adopted by APIRG/19 Meeting under its Conclusion 19/06. It also agreed that within the ASBU framework, due consideration should be given to planning, implementation, monitoring and reporting aspects, and that a Project based approach for ASBUs should be applied to APIRG Subgroups/Task Forces (Decision 19/48).

2. BASIS FOR THE REORGANIZATION

2.1 The basis for the approach in the re-organization within APIRG is the Fourth Edition of the Global Air Navigation Plan (GANP (Doc 9750)) which seeks to enable the ICAO ATM system envisioned in the Global ATM Operational Concept (GATMOC (Doc 9854)). While building on its previous editions, the Fourth Edition of Doc 9750, which was endorsed by the Twelfth Air Navigation Conference (AN Conf/12) in November 2012, introduces the Aviation System Block Upgrades (ASBUs) Methodology, as illustrated in **Figure 1** in this document. Doc 9750 4th Ed. also introduces Technology Roadmaps which complement the ASBU modules by providing timelines for the technology that will support the Communications, Navigation and Surveillance (CNS), Information Management (IM) and avionics requirements of the global Air Navigation system.

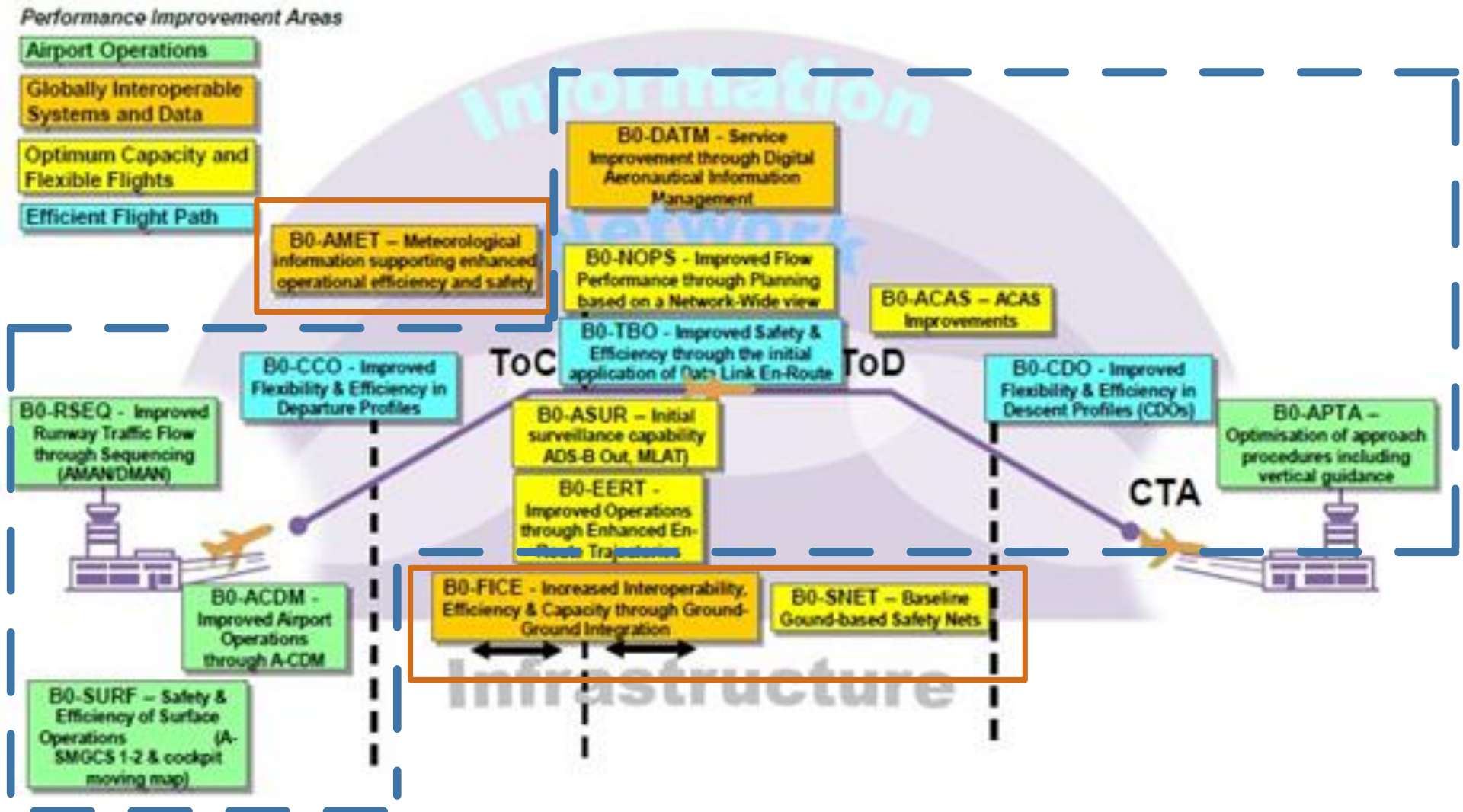


Figure 1: Illustration of Aviation System Block Upgrades Block 0 Modules

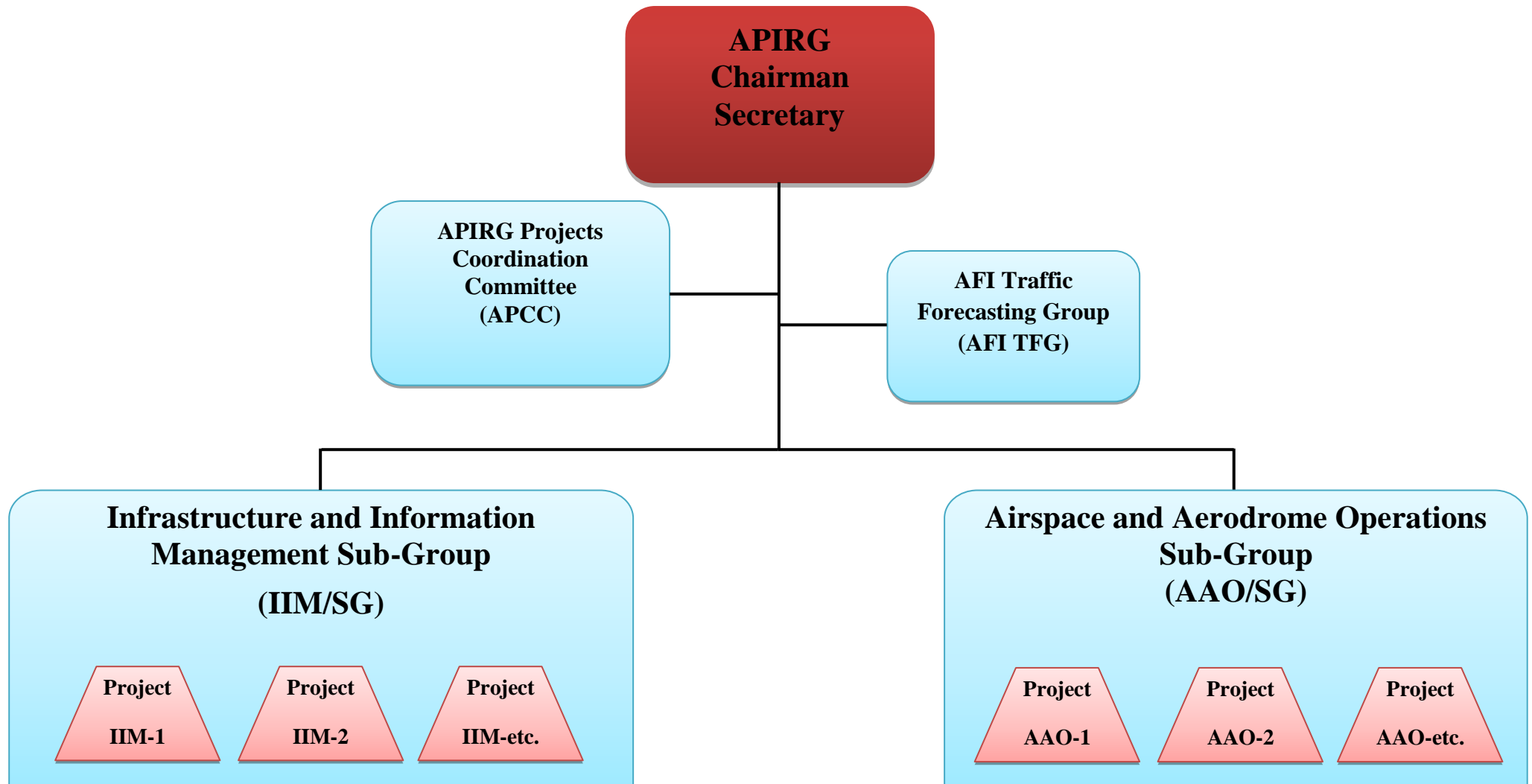
3. ORGANIZATIONAL STRUCTURE

3.1 The new organizational structure of the APIRG seeks, amongst others, to achieve the following:

- a) reduction in the total number of contributory bodies and associated resource requirements
- b) synergies required in implementing the ASBUs,
- c) harmonization in the work volumes between the Sub-Groups.

Figure 2 below shows the new organizational structure of the Group as adopted by the Extraordinary Meeting of APIRG, 10-11 July 2014.

Figure 2: APIRG ORGANIZATIONAL STRUCTURE



3.2 APIRG Projects Coordination Committee (APCC)

3.2.1 The APIRG Projects Coordination Committee (APCC) composed of the Chairperson and Vice-Chairpersons of APIRG, the Secretary of APIRG, elected Officials of the Sub-Groups and Secretaries of Sub-Groups is proposed to undertake a task that has hitherto been a challenge. In this regard it will be noted that since its establishment, APIRG membership has increased progressively, from 14 members in the 1980s to 50 members in 2013. Over the same period, the time available for the APIRG plenary meetings has reduced from more than seven working days to about three working days. It is evidently no longer practical for APIRG plenary meetings to cover as much detail in its agenda as it could on its inception, and with the same effectiveness. In addition, the introduction of performance based approach to planning and implementation entails precision which requires further attention to details.

3.2.2 Nominally, the Secretariat has been and will continue to be responsible for facilitating coordination between the various structural components and activities of APIRG as well as between activities within the framework of APIRG, the Regional Offices, various organs of ICAO, and the industry. Notwithstanding, it has become increasingly important for the coordination process within APIRG to be enhanced and for States to have a more active role in it.

3.2.3 In view of the above, the objective of the APCC is to adjudicate the work of the SGs, monitor progression (life) of projects, propose road maps and implementation strategies, coordinate implementation across the SGs, and facilitate coordination (*through its Secretary*) with the RASG-AFI (see note below), other Regional bodies and industry groups. Detailed review of planning and implementation activities is carried out at this level. The Committee shall facilitate prioritization including determination of material that has matured sufficiently for consideration and adoption of conclusions and decisions by APIRG.

Note:

In the establishment of RASGs, the Council identified the need for coordination between the PIRGs and RASGs on safety issues and accordingly decided on the reflection of this requirement in the TOR of both Groups. The activities of both Groups are carried continuously in interim periods between their meetings.

3.2.4 Detailed terms of reference of the APCC are at **Appendix D**.

3.3 Sub-Groups

3.3.1 The Sub-Groups have been reduced from four to two. It is notable that while the approach of having a Sub-Group for every technical area of air navigation is effective in supporting focus, it entails a ‘silo’ effect which does not support coordination.

3.3.2 The proposed reduced number of Sub-Groups has, to the extent practical, taken into consideration implementation of the Global Air Navigation Plan (Doc 9750 Ed. 4) under the ASBUs methodology.

Airspace and Aerodrome Operations Sub-Group (AAO/SG)

3.3.3 Historically, the Aerodrome Operations Planning (AOP) Sub-Group has functioned singly, without formal coordination arrangements with other Sub-Groups. However, the effective implementation of ASBUs Modules requires close coordination between various areas of ANS and AGA. This is particularly highlighted under the ASBUs Performance Improvement Area (PIA) 1 (Airport Operations) Modules and three Modules from PIA 4 (Efficient Flight Paths).

3.3.4 The terms of reference of the **AAO/SG** are at **Appendix E**.

Infrastructure and Information Management Sub-Group (IIM/SG)

3.3.5 The concept of providing digital information to automated ATM and airborne systems was identified many years ago, and so is the requirement for quality assurance without which the information conveyed by AIM and the MET products and services would have unacceptable levels of safety risks.

3.3.6 PIA 2 (Globally Interoperable Systems and Data) focuses on the role of Digital processing and management of aeronautical information, meteorological information and the data link support of communication between air traffic services units (ATSUs). In addition, this grouping is in alignment with the Technology Roadmap in the GANP (Doc 9750). It will

be noted that CNS related ASBU modules are also in other PIAs. However, that does not necessarily support the splitting of the CNS field over the several Sub-Groups, nor does it necessarily support the establishment of a CNS Sub-Group, as other technical areas are also involved in the Modules affecting CNS. Accordingly, taking into consideration other aspects in grouping, the CNS discipline is proposed to be grouped with AIM and MET.

3.3.7 The terms of reference of the **IIM/SG** are at **Appendix F**.

3.4 Project Teams

3.4.1 In order to carry out the work of the Sub-Groups, ‘**projects**’ will be identified to be executed by ‘**teams**’ of experts and Champions reporting to the Sub-Groups. There are no standing bodies established below the Sub-Groups.

3.4.2 The Projects will be derived from the ASBU Modules and the agreed regional performance objectives. A Project Team may carry out one or more projects.

Note:

Where applicable, in defining the scope of projects, consideration will be given to the concept of homogeneous ATM areas or major traffic flows/routing areas as established by APIRG. In the same vein, a project involving a few FIRs may be identified in the context of addressing seamlessness of a specific area of routing.

3.4.3 The TOR of the Project Teams will be detailed as part of the project definition.

3.4.4 It is important to note that many Projects may not necessitate physical meetings, but may carry out their tasks through electronic correspondence and other media such as teleconferences. Similarly, even in those Projects where physical meeting will be necessary, more work should be carried out through electronic media, in order to reduce the costs. (This aspect is to be highlighted in the APIRG Handbook).

3.4.5 Project Teams shall elect from among them, Project Team Coordinators (PTCs) who shall facilitate and coordinate the activities including deliberations of the Project Teams and report to the Sub-Groups.

3.5 AFI Traffic Forecasting Group (AFI TFG)

3.5.1 An AFI Traffic Forecasting Group has been retained as a body contributing to the work of APIRG, but whose function is subject to a coordinated arrangement between the Region and ICAO Headquarters.

4. MEMBERSHIP OF APIRG

4.1 In accordance with Council Decision (C-DEC 183/9) of 2008, all ICAO Contracting States, who are service providers in the AFI air navigation region and part of the AFI ANP, are included in the membership of APIRG. Furthermore, AFI Region user States are entitled to participate in APIRG meetings as non-members. International organizations recognized by the Council are invited as necessary to attend APIRG meetings as observers.

4.2 It is important that officials and representatives of States and international organizations in APIRG, are familiar with the mandate, functions and responsibilities of APIRG, and are able to provide strategic direction to the Group. It is equally important that the officials are empowered to participate effectively in decision making processes, appreciating fully the impact thereof in national processes, including the commitment that will be expected from States. In this respect, State officials designated to represent the member States of APIRG should, ideally be at the level of officials responsible for Air Navigation or higher.

5. COMPOSITION OF THE CONTRIBUTORY BODIES

APIRG Projects Coordination Committee (APCC)

5.1 The APCC membership shall comprise the following:

- Chairman of APIRG
- First and Second Vice Chairman of APIRG
- Secretary of APIRG
- Elected officials of the Sub-Groups
- Secretaries of Sub-Groups;
- Facilitators as necessary

Sub-Groups

5.2 The LIM AFI (COM/MET/RAC) RAN meeting in 1988 agreed that the participants in APIRG contributory bodies were to be specialists in the subjects concerned and familiar with the areas under consideration. While every State that is likely to make a valid contribution shall be given an opportunity to participate. The SG shall be kept as small as possible, to facilitate efficiency on aspects such as consideration of business, cost, logistics and the application of non-formal working methods. Each Sub-Group shall be composed of a limited number of officials who are specialists in at least one of the aviation disciplines in the Sub-Group to be provided by States, whether members or not of the APIRG, international organizations and/or bodies and organizations having experience in the relevant field. The number of officials nominated into a Sub-Group will depend on the fields of expertise in the Sub-Group. International organizations with observer status in APIRG will be expected to nominate qualified representatives to participate in the Sub-Groups.

5.3 In order to facilitate focus, continuity and appropriate expertise, membership into the Sub-Groups will be by specifically named officials. States and organizations identified by APIRG will nominate specific officials, providing information on nominee's qualifications and experience (CV), in order to enable the Sub-Group to optimally take advantage of the expertise available. To facilitate continuity and the benefits thereof in the activities of specific bodies, States should minimize changes of the nominated officials,

particularly those participating in the Project Teams, and instead allow the nominated officials to serve for a sufficiently long period of time.

Project Teams

5.4 Project Teams shall comprise officials designated by States and international organizations with observer status in APIRG. Such officials shall possess the qualifications and experience required in Projects to which they are nominated and be familiar with the areas under consideration. The number of experts participating in a Project Team will be dictated by the requirements of the Project.

5.5 International organizations identified as observers in APIRG will be expected to nominate qualified representatives to contribute to the work of the Project Teams. In addition, industry organizations not being APIRG observer members may, with the concurrence of the Chairman and Secretary of APIRG, be invited to contribute to the work of a specific Project of APIRG, with expertise and/or specialized tools.

Advisors to designated members

5.6 Members of a Sub-Group or a Project Team may be assisted, when required, by advisors provided by the State or organization as the case may be. However, for logistical purposes States and organizations wishing to send advisors to an event shall inform the Secretariat well in advance.

6. OFFICIATING

6.1 States participating in the various APIRG contributory bodies should expect that their nominated officials to the APCC, a Sub-Group or Project Team may be elected to officiate in the group or team in the capacity of chairperson, Project Team Coordinator (PTC) or requested to assume the role of Champion. Officiating members will be required to discharge various duties and functions during the course of meetings and events as well as in the period between meetings. In this regard, States should ensure that officials elected in such capacities are adequately supported to participate and officiate in their elected capacities.

6.2 In order to facilitate geographical distribution of participation, elected officials shall be from sub-regions of the AFI Region, such that a Chairperson and Vice Chairperson may not be from the same sub-region. A similar distribution will apply in electing members to officiate in the Project Teams.

6.3 The elected officiating members in the APCC and Sub-Groups of APIRG will be supported in their responsibilities by Secretaries nominated by the Secretary of APIRG from among members of the ICAO Secretariat. Elected officials in the Project Teams will be supported by Facilitators designated by the Secretary of APIRG from among members of the ICAO Secretariat.

APPENDIX: C

INTERNATIONAL CIVIL AVIATION ORGANIZATION



**RE-ORGANIZED STRUCTURE OF AFRICA-INDIAN OCEAN PLANNING AND
IMPLEMENTATION REGIONAL GROUP (APIRG)**

TERMS OF REFERENCE OF THE APIRG

(Adopted by the Extraordinary Meeting of APIRG, 10-11 July 2014)

TERMS OF REFERENCE AND COMPOSITION OF THE AFI PLANNING AND IMPLEMENTATION REGIONAL GROUP (APIRG)

1. Terms of Reference

1.1 The APIRG is primarily responsible for the development and maintenance of the AFI Air Navigation Plan (ANP, ICAO Doc 7474), as well as the identification and resolution of air navigation deficiencies. It is a planning and coordination mechanism and, while implementation is the responsibility of States, APIRG can play a significant role in supporting the implementation of Standards and Recommended Practices (SARPs).

1.2 The terms of reference of the Group are particularly to:

- a) ensure continuous and coherent development of the AFI Air Navigation Plan and other relevant regional documentation in a manner that is harmonized with adjacent regions, consistent with ICAO SARPs and reflecting the ICAO Global Air Navigation Plan requirements;
- b) facilitate the implementation of air navigation systems and services as identified in the AFI Air Navigation Plan with due observance to the primacy of air safety and the environment;
- c) identify and address specific deficiencies in the air navigation field; and
- d) coordinate with RASG-AFI on safety issues.

Note:

The APIRG Terms of References will continuously be guided by ICAOs Strategic Objectives

2. Composition

2.1 The APIRG membership includes all ICAO Contracting States, who are service providers in the AFI Region and part of AFI Air Navigation Plan (ANP).

2.2 User States are entitled to participate in any other APIRG meeting as a non-member.

2.3 International Organizations recognized by the Council may be invited as necessary to attend as observers to the PIRG meetings.

3. Work programme

3.1 In order to meet the terms of reference, the Group shall perform the following tasks:

- a) review, and propose when necessary, the target dates for implementation of facilities, services and procedures to ensure the coordinated development of the Air Navigation System in the AFI Region;
- b) assist the ICAO Regional Offices providing services in the AFI Region in their task of fostering implementation of the AFI Regional Air Navigation Plan;
- c) in line with the Global Aviation Safety Plan (GASP) and the Global Air Navigation Plan (GANP), ensure the conduct of any necessary systems performance monitoring, identify specific deficiencies in the air navigation field, especially in the context of access and equity, capacity, efficiency, environment and safety, and propose corrective action;
- d) facilitate to ensure the development and implementation of an action plan by States to resolve identified deficiencies, where necessary;
- e) develop amendment proposals to update the AFI Regional Air Navigation Plan necessary to satisfy any changes in the requirements, thus removing the need for regular regional air navigation meetings;
- f) monitor implementation of air navigation facilities and services and where necessary, ensure interregional harmonization, taking due account to organization aspects, economic issues (including financial aspects) of cost/benefit analyses, business case, studies and environmental matters.
- g) examine human resource planning and training issues and propose where necessary human resource development capabilities in the region are compatible with the AFI Regional Air Navigation Plan;
- h) invite financial institutions, as required, on a consultative basis as appropriate to provide advice in the planning process ;

- i) maintain close cooperation with relevant organizations and State grouping to optimize the use of available expertise and resources;
- j) conduct the above activities in the most efficient manner possible with a minimum of formality and documentation and call meetings of the APIRG when deemed appropriate; and
- k) coordinate with other established regional mechanisms such as the Regional Aviation Safety Group (RASG AFI), the DGCA Conference, etc.

APPENDIX: A

INTERNATIONAL CIVIL AVIATION ORGANIZATION



**RE-ORGANIZED STRUCTURE OF AFRICA-INDIAN OCEAN PLANNING AND
IMPLEMENTATION REGIONAL GROUP (APIRG)**

APIRG PROJECTS COORDINATION COMMITTEE (APCC)

(Adopted by the Extraordinary Meeting of APIRG, 10-11 July 2014)

APIRG PROJECTS COORDINATION COMMITTEE (APCC)

Terms of Reference

The APCC is mandated by APIRG to carry out specific functions in order to coordinate and guide planning and implementation activities within the framework of APIRG, to facilitate the activities of APIRG in its Sessions, and to facilitate coordination between PIRGs, other Regional Groups and international organizations identified by APIRG. The APCC shall specifically ensure continuity between the APIRG meetings and take necessary action to avoid implementation delays in between meetings of APIRG.

Key functions

1. Direct the work programmes and tasks of the contributory bodies of APIRG, in order to ensure that:
 - a) contributory bodies have clearly defined tasks and deliverables;
 - b) projects are clearly defined and monitoring information made available. This will include update of the ICAO Regional Performance Indicators Dashboard.
2. Review reports of the contributory bodies of APIRG in order to:
 - a) provide guidance to the contributory bodies, including strategies and roadmaps on achieving the objectives of APIRG; and
 - b) determine materials that have matured sufficiently for consideration and adoption of conclusions and decisions by APIRG.
3. Monitor progress including the life of Projects carried within the framework of APIRG.
4. Facilitate coordination between the following bodies:
 - a) Sub-Groups of APIRG;
 - b) APIRG and the RASG-AFI;

- c) APIRG and other Regional bodies and international organizations identified by APIRG.

Tasks

- a) to prepare the agenda for APIRG meetings in consultation with the Secretary of APIRG;
- b) to prepare the list of working documents (WPs, IPs, etc.) on materials considered ready for consideration by APIRG;
- c) review reports of the APIRG Sub-Groups including draft Conclusions and Decisions, information from other Regional Groups and international organizations and identify prioritised materials for consideration by APIRG;
- d) review trends on implementation shortcomings and deficiencies in accordance with the Council approved Uniform Methodology, and make recommendations for APIRG Conclusion and Decisions;
- e) provide guidance for the APIRG contributory bodies including implementation strategies and roadmaps on achieving the objectives of APIRG;
- f) carry necessary coordination between the Sub-Groups with particular focus on operational and infrastructure issues; and
- g) carry out other tasks as assigned by APIRG

Working methods

APCC shall convene at least once a year which shall include a preparatory Session for an APIRG meeting. As the Committee also prepares for APIRG meetings, one of its Sessions shall take place approximately six weeks prior to an APIRG meeting. The Committee shall in between meetings, make use of available means of electronic communication including teleconferencing to progress its work and keep its members up to date on issues of concern, as well as to discuss specific issues.

APPENDIX: E

INTERNATIONAL CIVIL AVIATION ORGANIZATION



**RE-ORGANIZED STRUCTURE OF AFRICA-INDIAN OCEAN PLANNING AND
IMPLEMENTATION REGIONAL GROUP (APIRG)**

AIRSPACE AND AERODROME OPERATIONS SUB-GROUP (AAO/SG)

(Adopted by the Extraordinary Meeting of APIRG, 10-11 July 2014)

AIRSPACE AND AERODROME OPERATIONS SUB-GROUP (AAO/SG)

Terms of Reference

Mandate

The AAO/SG is established and mandated by APIRG to support the implementation of ICAO Standards and Recommended Practices (SARPs) and carry out specific activities aimed to enable APIRG to discharge its functions and responsibilities in the areas of AOP and ATM.

Key functions

To carry out its functions, the Sub-Group shall, as guided by APIRG:

- a) Foster the implementation of specific Modules of the ICAO Aviation Systems Block Upgrades (ASBUs) assigned by APIRG;
- b) Carry out implementation projects in support of States, related to the areas of AOP and ATM/SAR in accordance with the ASBUs methodology and as guided by the Regional performance objectives, to support States in the implementation of SARPs and regional requirements;
- c) Take necessary action to enable coherent planning and implementation of AOP and ATM/SAR systems in the AFI Region, to facilitate the objective of achieving seamlessness in the air navigation system, interoperability and harmonization within the Region and with other Regions;
- d) Keep under review the adequacy of requirements in the areas of AOP and ATM/SAR taking into account changes in user requirements, the evolution in operational requirements and technological developments in accordance with the ASBUs methodology;
- e) Ensure AOP environmental initiatives are consistently identified and progressed, and report outcomes from AOP environmental initiatives; and
- f) Identify and collect, State by State, information on deficiencies in the areas of AOP and ATM/SAR in accordance with the Uniform Methodology approved by Council and the APIRG guidance; analyze and propose solution; report on

progress and obstacles beyond the capacity of the sub-group.

Working methods

The Sub-Group shall convene at least once a year taking into consideration the schedule of other APIRG activities. It shall make use of available means of electronic communication including teleconferencing to prepare and progress its work in between meetings and keep its members up to date on issues of concern, as well as to discuss specific issues.

Taking into consideration that the SG will be representing the interests of the Region, and that not all APIRG member States will necessarily be represented in an SG, the participating State officials shall be expected to work more as experts in their respective fields, as opposed to delegates attending only in the interests of their States. The SG shall work with minimum formality.

APPENDIX: F

INTERNATIONAL CIVIL AVIATION ORGANIZATION



**RE-ORGANIZED STRUCTURE OF AFRICA-INDIAN OCEAN PLANNING AND
IMPLEMENTATION REGIONAL GROUP (APIRG)**

***INFRASTRUCTURE AND INFORMATION MANAGEMENT SUB-GROUP
(IIM/SG)***

(Adopted by the Extraordinary Meeting of APIRG, 10-11 July 2014)

INFRASTRUCTURE AND INFORMATION MANAGEMENT SUB-GROUP (IIM/SG)

Terms of Reference

Mandate

The IIM/SG is established and mandated by APIRG to support the implementation of ICAO Standards and Recommended Practices (SARPs) and carry out specific activities aimed to enable APIRG to discharge its functions and responsibilities in the areas of CNS, AIM and MET.

Key Functions

To carry out these functions, the Sub-Group shall, as guided by APIRG:

- a) Foster the implementation of specific Modules of the ICAO Aviation Systems Block Upgrades (ASBUs) assigned by APIRG;
- b) Carry out implementation Projects in support of States, related to the areas of MET, AIM and CNS in accordance with the ASBUs methodology and as guided by the Regional performance objectives, to support States in the implementation of SARPs and regional requirements;
- c) Take necessary action to enable coherent planning and implementation of MET, AIM and CNS programmes in the AFI Region, to facilitate the objective of achieving seamlessness in the air navigation system, interoperability and harmonization within the Region and with other Regions;
- d) Keep under review the adequacy of requirements in the areas of MET, AIM and CNS taking into account changes in user requirements, the evolution in operational requirements and technological developments in accordance with the ASBUs methodology; and
- e) Identify and collect, State by State, information on deficiencies in the areas of MET, AIM and CNS in accordance with the Uniform Methodology approved by Council and the APIRG guidance; analyze and propose solution; report on

progress and obstacles beyond the capacity of the sub-group.

Tasks

- a) Conduct workshop on the implementation of IAVW programme.
- b) Conduct meeting of AFI ATM/MET Project Team.
- c) Coordinate annual exercises on volcanic ash.
- d) Review and update the list of deficiencies with regard to issuance of aerodrome warnings.
- e) Sensitize States on the importance of issuance of aerodrome warnings
- f) Review and update the list of deficiencies with regard to issuance of wind shear warnings and alerts.
- g) Sensitize States on the importance of issuance of wind shear warnings
- h) Conduct annual SIGMET Tests.
- i) Prepare a consolidated report of the SIGMET Tests including recommendations for improvement.
- j) Post report on SIGMET Tests on the Web and send report to all States in AFI region.
- k) Report outcome of SIGMET tests to APIRG.
- l) Sensitize States on the importance of SIGMETs.
- m) Organize and conduct workshop on encoding and exchange of OPMET data in digital format.
- n) Encourage States to exchange data in digital format through bilateral arrangements.

Working methods

The Sub-Group shall convene at least once every APIRG cycle of meetings taking into consideration the schedule of other APIRG activities. It shall make use of available means of electronic communication including teleconferencing to prepare and progress its work in between meetings and keep its members up to date on issues of concern, as well as to discuss specific issues.

Taking into consideration that the SG will be representing the interests of the Region, and that not all APIRG member States will necessarily be represented in an SG, the participating State officials shall be expected to work more as experts in their respective fields, as opposed

to delegates attending only in the interests of their States. The SG shall work with minimum formality.