



International Civil Aviation Organization
Western and Central African Office

**Twelfth Meeting of the Air Traffic Management/Aeronautical
Information Management/Search and Rescue Sub-Group
(ATM/AIM/SAR SG/12)
(Dakar, Senegal, 25 - 29 July 2011)**

**Agenda Item 11: ATM/AIM/SAR Sub-group's Terms of Reference and Future
Work Programme**

**REVIEW OF THE SUB-GROUP'S TERMS OF REFERENCE AND FUTURE
WORK PROGRAMME**

(Presented by the Secretariat)

SUMMARY
This paper presents the Terms of Reference of the ATM/AIM/SAR Sub-Group as formulated by the APIRG 17 meeting, and proposes review and modifications as necessary.
Action by the meeting is at paragraph 3 .
REFERENCES
– APIRG 17 Report
This Working Paper is related to Strategic Objectives: A

1. INTRODUCTION

1.1 The meeting will note that as proposed by the Sub-Group at its Eleventh meeting in Nairobi in April 2010, the APIRG/17 meeting, Ouagadougou, Burkina Faso 2-6 August 2010 agreed on the change of appellation of the Sub-Group from ATS/AIS/SAR Sub-Group to ATM/AIM/SAR Sub-Group, and accordingly formulated the following Decision:

Decision 17/107: Appellation and Terms of Reference of the ATM/AIS/SAR Sub-Group

That, in order to facilitate consistency in the use of terminology and associated developments, the APIRG ATS/AIS/SAR Sub-Group is re-titled Air Traffic Management/ Aeronautical Information Management/ Search and Rescue/ Sub-Group (ATM/AIM/ SAR SG) with the Terms of Reference as at Appendix 7B to this report..

2. DISCUSSION

2.1 Since this is the first meeting of the Sub-Group since the APIRG 17 meeting, the meeting may wish to review the terms of reference (TOR) as adopted by APIRG 17 at **Appendix A** to this working paper. Furthermore, taking into consideration developments in the fields of to ATM, AIM/MAP and SAR, as well as discussions under various agenda items, the meeting may wish to review and update the work programme of the Sub-Group.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) review and if necessary adjust the terms of reference at **Appendix A** to this working paper; and
- b) review and update the work programme of the Sub-Group.

APPENDIX A

**REVISED TERMS OF REFERENCE (TOR) OF THE
AIR TRAFFIC MANAGEMENT/ AERONAUTICAL INFORMATION MANAGEMENT/ SEARCH AND
RESCUE SUB-GROUP (ATM/ AIM/SAR/ SG)**

1. TERMS OF REFERENCE

- a) Support the implementation of a performance based transition to the ATM system envisaged in the Global ATM Operational Concept, the Global Air Navigation Plan and in accordance with the regional performance objectives,
- b) Ensure that the planning and implementation of ATM systems in the AFI Region, is coherent and facilitates the objective of achieving seamlessness in the air navigation system, interoperability and harmonization within the Region and with other Regions.
- c) Keep under review the adequacy of requirements in the fields of Air Traffic Management, Search and Rescue, PANS-OPS, Aeronautical Information Services, as well as Aeronautical Charts, taking into account, *inter alia*, changes in user requirements, the evolution in operational requirements and technological developments.
- d) Identify, State by State, those specific deficiencies and problems that constitute major obstacles to the provision of efficient air traffic management, aeronautical information services and search and rescue services and recommend specific measures to eliminate them.

2. WORK PROGRAMME

No.	Task Description	Priority	Target Date
1.	Analyse the operational implications of the introduction of CNS/ATM systems in the fields of ATM, SAR and AIS/MAP and propose any required actions with a view to ensuring their smooth integration in the operational environment.	A	ongoing
2.	Consider problems and make specific recommendations relating to ATM interface issues with other regions.	B	ongoing
3.	Monitor achievements and progress in the implementation of RVSM, provide recommendations improvement and support the functions of the ARMA.	A	ongoing
4.	Review the Regional requirements air traffic control service and surveillance, monitor and support implementation	B	Oct 10

No.	Task Description	Priority	Target Date
5.	Taking into consideration the Regional performance objectives relating to PBN implementation, Review the existing ATS route network (including RNAV routes) on a systematic basis with a view to achieving an optimum flow of air traffic while keeping flight distances of individual flights to a minimum. (AFI/7 Rec.5/8) (SP AFI RAN)	A	Complete user requirement by Oct 10 PRND TF agreement Apr 11
6.	Monitor and support the development and update of ATM contingency arrangements	B	ongoing
7.	Monitor trends on unsatisfactory condition (including incidents) reports through the TAG, IATA AIAG and similar mechanisms recommend action as appropriate	A	ongoing
8.	Develop standard auditing and proficiency maintenance procedures to be used by States to assess the capability/competence of any ATS unit as well as monitor the implementation of uniform proficiency assessment for ATS personnel. (AFI/7 Conc 5/27) <i>(Comment – Perhaps this needs to be developed and finished ASAP. A Working Group could draft & circulate)</i>	C	Oct 10
9.	Review the requirements and monitor the implementation of Search and Rescue Services	B	First Revision Oct 10
10.	Support the development of sub-regional SAR bodies	B	ongoing
11.	Promote and support States' efforts in the development of SAR agreements.	A	Review progress every Apr/May
12.	Taking into considering the Regional performance objectives that have been formulated by the SP AFI RAN 2008: – Develop further the Regional performance objectives using the Performance Framework Forms – Update the Regional performance objectives, particularly with regard to identification of and assignment of detailed tasks, and identifying deliverables with deadlines – Monitor implementation	A	Initial development by Oct 10
13.	Review the requirements and monitor the implementation of AIS and MAP services	B	ongoing
14.	Analyse, review and monitor shortcomings and deficiencies in the fields of ATM/SAR, PANS-OPS and AIS/MAP, propose measures to eliminate the shortcomings	A	ongoing

Priority:

- A. High priority tasks, on which work should be speeded up;
- B. Medium priority tasks, on which work should be undertaken as soon as possible, but without detriment to priority A tasks;

- C. Lesser priority tasks, on which work should be undertaken as time and resources permit, but without detriment to priority A and B tasks.

3. **COMPOSITION**

Algeria, Angola, Burkina Faso, Cameroon, Congo, Democratic Republic of Congo (DRC), Côte d'Ivoire, Egypt, Ethiopia, France, Gabon, Ghana, Guinea, Kenya, Madagascar, Malawi, Mauritania, Morocco, Niger, Nigeria, Rwanda, Senegal, Spain, South Africa, Sudan, Uganda, Tanzania, Togo, Tunisia, Zambia, Zimbabwe, ASECNA, IATA, IFALPA and IFATCA.
