



*International Civil Aviation Organization*

**MIDANPIRG ATM/SAR/AIS Sub-Group**

**Twelfth Meeting (ATM/SAR/AIS SG/12)**  
*(Cairo, Egypt, 21 – 24 November 2011)*

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**Agenda Item 14: Future Work Programme**

**FUTURE WORK PROGRAMME**

*(Presented by the Secretariat)*

**SUMMARY**

The aim of this paper is to review and update, as necessary, the Terms of Reference (TOR) of the ATM/SAR/AIS Sub Group and to agree on the dates and venue of its next meeting.

Action by the meeting is at paragraph 3.

**REFERENCES**

- ATM/SAR/AIS SG/11
- MIDANPIRG/12 Report
- MIDANPIRG Procedural Handbook

**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 review and update, as necessary, the TOR of the ATM/SAR/AIS Sub-Group at **Appendix A** to this working paper.

2.2 Taking into consideration that the MIDANPIRG/13 is scheduled for April 2012 and MIDANPIRG/14 for end of 2013, the meeting may wish to agree that the ATM/SAR/AIS SG/13 meeting be held in the first half of 2013. The venue will be Cairo, unless a State is willing to host the meeting.

**3. ACTION BY THE MEETING**

3.1 The meeting is invited to:

- a) note the information contained in this working paper;

- b) review and update, as necessary, the TOR of the ATM/SAR/AIS Sub-Group; and
- c) agree on the date and venue of the ATM/SAR/AIS SG/13 meeting.

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**APPENDIX A****TERMS OF REFERENCE (TOR) OF  
AIR TRAFFIC MANAGEMENT/SEARCH AND RESCUE/  
AERONAUTICAL INFORMATION SERVICES SUB-GROUP (ATM/SAR/AIS SG)****1. Terms of Reference****1.1 The terms of reference of the ATM/SAR/AIS Sub-Group are:**

- a) Support a performance based transition to the ATM system envisaged in the Global ATM Operational concept, in consideration of the regional performance objectives, supported by the Global Air Navigation Plan Initiatives (GPIs)
- b) Ensure that the planning and implementation of ATM systems in the region, is coherent and facilitates the objective of achieving seamlessness through interoperability and harmonization with other Regions.
- c) 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.

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

- a) 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.
- b) Consider problems and make specific recommendations relating to ATM interface issues with other regions.
- c) Monitor achievements and progress in the implementation of RVSM in the region in light of acquired experience.
- d) Follow-up on the MIDRMA operation and monitoring activities and support the continued safe use of RVSM in the MID Region.
- e) Taking into account human factors studies and available guidance material, make operational recommendations related to ATS and AIS personnel in the changing technological environment.
- f) Review the MID code allocation and assignment system and, taking into consideration technological and operational advances, develop a proposal for an improved system.
- g) Review, within the context of the Global Plan, specific ATM requirements for navigation.
- h) Carry out an analysis of the ATS reported incidents and propose remedial actions as necessary.

- i) Keep MIDANPIRG apprised of recurring incidents which may have a serious impact on the safety of air navigation in the region.
- j) Review the requirements and monitor the status of implementation of Search and Rescue (SAR) services.
- k) Promote and assist States in the development of SAR agreements.
- l) Taking into considering the ATM performance objectives that have been agreed, develop detailed tasks, identify deliverables with deadlines and monitor implementation of the following:
  - Performance based navigation
  - Optimization of the ATS route structure – En-route
  - Optimization of the ATS route structure – Terminal
  - Implementation of Contingency plans
  - Civil/Military coordination and cooperation.
  - Situational awareness (surveillance)
  - Completion of RVSM implementation and monitoring
  - Transition to the new ICAO Model Flight Plan
  - Implementation of Safety Management in ATS
  - Transition from AIS to AIM
- m) Review the requirements and monitor the status of implementation of AIS/MAP services.
- n) Analyse, review and monitor deficiencies in the ATM/SAR and AIS/MAP fields.

## 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 Industry may be invited on ad hoc basis, as observers, when required.