International Civil Aviation Organization

MIDANPIRG Steering Group

Fourth Meeting (MSG/4)
(Cairo, Egypt, 24 - 26 November 2014)

Agenda Item 7: **MIDANPIRG Working Arrangements**

TERMS OF REFERENCES (TORs) OF THE MSG, CNS SG AND PBN SG

(Presented by the Secretariat)

SUMMARY
This paper presents proposed amendments to the Terms of References (TORs) of the MSG, CNS SG and PBN SG.   Action by the meeting is at paragraph 3.

REFERENCES
− MIDANPIRG/14 Report   − CNS SG/6 Report and PBN SG/1 Report

1. **INTRODUCTION**

1.1 The MIDANPIRG/14 was held in Jeddah, Saudi Arabia, 15-19 December 2014.

2. **DISCUSSION**

2.1 The meeting may wish to recall that, through Decision 14/2, MIDANPIRG/14 endorsed the Seventh Edition of the MIDANPIRG Procedural Handbook, which included the new MIDANPIRG Organizational Structure.

2.1 Proposed amendments to the Terms of References (TORs) of the MSG, CNS SG and PBN SG are highlighted in **Appendices A, B** and **C**, respectively.

3. **ACTION BY THE MEETING**

3.1 The meeting is invited to:

a) review and update, as deemed necessary, the TORs of of the MSG, CNS SG and PBN SG at **Appendices A, B** and **C**, respectively; and

b) agree to the following Draft Decision:

Why	Need to update the TORs of the MSG, CNS SG and PBN SG for an improved efficiency
What	Revised version of the MSG, CNS SG and PBN SG TORs
Who	MIDANPIRG/15
When	November 2014

DRAFT DECISION 4/XX: *REVISED VERSION OF THE MSG, CNS SG AND PBN SG TORS*

*That, the MIDANPIRG Procedural Handbook be updated to include the revised version of the MSG, CNS SG and PBN SG Terms of Reference (TORs) at **Appendices A, B** and **C**, respectively.*

APPENDIX A

MIDANPIRG STEERING GROUP (MSG)

TERMS OF REFERENCE

1. The Terms of Reference of the MIDANPIRG Steering Group (MSG) are:

    a) execute its pivotal function as a coordinating and steering organ with highest possible efficiency in accordance with the goals set by MIDANPIRG;

    b) define and keep under review the MID Region Air Navigation Strategy, including the air navigation priorities, targets and associated action plans;

    c) ensure that the planning and implementation of air navigation systems in the Region, is coherent and compatible with systems in adjacent Regions, and that it is carried out within the framework of the ATM Operational Concept (Doc 9854) and the Global Air Navigation Plan (GANP, Doc 9750);

    d) manage the MID Air Navigation Plan (Doc 9708) and ensure its alignment with the GANP (Doc 9750);

    e) direct the work of the MIDANPIRG subsidiary bodies in the best manner, commensurate with the overall MIDANPIRG work programme, with clearly defined tasks, deliverables and target dates;

    f) approve, on behalf of MIDANPIRG, those Draft Conclusions/Decisions emanating from MIDANPIRG subsidiary bodies, which necessitate urgent follow-up action(s);

2. In order to meet the Terms of Reference, the MSG shall:

    a) support regional air navigation planning and implementation processes taking into consideration forecasts for major traffic flows from, to and within the MID Region;

    b) develop and continuously update the MID Region performance objectives in the light of new developments, taking into consideration the region priorities and MID States national plans;

    c) provide necessary high level assistance and guidance to the MIDANPIRG subsidiary bodies to ensure harmonization and interoperability in line with the GANP, the MID ANP and Aviation System Block Upgrade (ASBU) methodology;

    d) ensure that the work programmes of the different MIDANPIRG subsidiary bodies are in line with the agreed air navigation priorities;

    e) follow-up the on-going work undertaken within the MIDANPIRG framework and make recommendations for further evolution of the framework;

    f) manage the MID Air Navigation Plan (Doc 9708) and related documentation and facilitate the implementation of the international operational requirements contained therein;

g) identify the issues related to funding, training and resource requirements necessary to support a safety framework that would lay the foundation for successful implementation of the ASBUs;

h) develop action plans to address the identified impediments to air traffic management modernization as part of ASBU planning and implementation activities;

i) develop a mechanism for sharing of best practices for the ASBU implementation;

j) carry out specific tasks assigned to it by MIDANPIRG to advance its work at the required speed; and

k) address special issues of strategic and/or financial nature for which no agreement has been reached by the appropriate MIDANPIRG subsidiary body, with a view to facilitate their presentation to MIDANPIRG.

3. Composition

The MSG is composed of:

a) the Chairperson and in his/her absence the First Vice-Chairperson of MIDANPIRG;

b) MIDANPIRG Member States;

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 B

COMMUNICATION, NAVIGATION AND SURVEILLANCE SUB-GROUP

(CNS SG)

1.   TERMS OF REFERENCE

1.1   The Terms of Reference of the CNS Sub-Group are:

a)   ensure that the implementation of CNS 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 CNS-related ASBU Modules included in the MID Region Air Navigation Strategy as well as other required CNS supporting infrastructure, identify the associated difficulties and deficiencies and provide progress reports, as required;

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

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

e)   provide a platform for harmonization of developments and deployments of CNS facilities and procedures within Region and inter regional;

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

g)   monitor and review the latest GNSS developments and activities;

h)   follow-up the developments of ICAO position for future ITU World Radio Communication (WRC) Conferences and provide expert advises to States;

i)   follow-up the establishment of the MID ATS Message Management Center (MIDAMC);

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

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

1.2   In order to meet the Terms of Reference, the CNS 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 CNS facilities and procedures;

c) identify and review those specific deficiencies and problems that constitute major obstacles to the provision of efficient CNS implementation, and recommend necessary remedial actions;

d) lead the work programme of the MID-AMC including the conduct of trainings and upgrades;

e) assist, coordinate, harmonize and support in the implementation of CNS facilities and procedures;

f) seek States support to ICAO Position at WRCs, and encourage States for the proper utilization of the Frequency Spectrum and Interrogation Code Allocations;

g) monitor the progress of studies, projects, trials and demonstrations by the MID Region States, and other ICAO Regions in CNS and GNSS;

h) study requirements for GNSS Augmentation Systems in the MID Region, and develop implementation plans as necessary;

i) update ATN Plan as necessary MID Region and assist in its implementation conduct; and

j) follow-up surveillance technologies implementation to be in line with the surveillance strategy and MID operational improvements in coordination with other Sub-Groups and coordinate Interrogation Code Allocations.

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.

APPENDIX C

PERFORMANCE BASED NAVIGATION SUB-GROUP
(PBN SG)

1.   Terms of Reference

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

a)   ensure that the implementation of PBN 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 PBN-related ASBU Modules included in the MID Region Air Navigation Strategy as well as other required PBN supporting infrastructure, identify the associated difficulties and deficiencies and provide progress reports, as required;

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

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

e)   provide a platform for harmonization of developments and deployments of PBN concentrating on PBN for approach and terminal areas;

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

g)   ~~monitor and review the latest GNSS developments and activities~~;

h)   carry out necessary studies for the establishment of a MID Flight Procedure Programme Office;

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

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

1.2   In order to meet the Terms of Reference, the PBN 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 PBN;

c) identify and review those specific deficiencies and problems that constitute major obstacles to the provision of efficient PBN implementation, and recommend necessary remedial actions;

d) develop and lead the work programme of the MID PBN Support Team (MPST) including the conduct of MPST visits;

e) assist States that may require support in the implementation of PBN, through MPST support teams;

f) conduct study related to the establishment of the MID Flight Procedure Programme office;

g) monitor the progress of studies, projects, trials and demonstrations by the MID Region States, and other ICAO Regions in PBN; and ~~GNSS;~~

h) ~~study requirements for GNSS Augmentation Systems in the MID Region, and develop implementation plans; and~~

i) foster the implementation of PBN through proper training and qualification of the procedure design personnel and all other personnel involved in PBN implementation.

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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