

International Civil Aviation Organization  
Eastern and Southern African Office

**Eleventh Meeting of the Air Traffic Services/Aeronautical Information  
Service/Search and Rescue Sub-Group (ATS/AIS/SAR SG/11)  
(Nairobi, Kenya, 26 - 30 April 2010)**

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**Agenda Item 13: Appellation and Future Work Programme**

**APPELLATION OF THE SUB-GROUP AND FUTURE WORK PROGRAMME**

(Presented by the Secretariat)

<b>SUMMARY</b>
This paper presents the background and information relating to appellation of the sub-group, proposes changes to reflect the current developments as well as revised (updated) terms of reference and work programme for the Sub-Group.  Action by the meeting is at <b>paragraph 3.</b>
<b>REFERENCES</b>
APIRG 15 & 16 Reports
This Working Paper is related to Strategic Objectives: <b>D</b>

**1. INTRODUCTION**

1.1 At its sixteenth meeting convened at Rubavu, Rwanda, from 19 to 23 November 2007, based on available information, APIRG agreed to change the name of the ATM/ Sub-Group to ATS/AIS/SAR/SG and accordingly formulated Decision 16/34 as follows:

**DECISION 16/34: APPELLATION OF THE CURRENT ATM SUB-GROUP TO BE REVERTED TO THE ATS/AIS/SAR SUB-GROUP:**

*That the appellation of the current ATM Sub-Group be reverted to the ATS/AIS/SAR Sub-Group. Its revised Terms of Reference are at Appendix R.*

## 2. BACKGROUND

2.1 Prior to APIRG 16, the names ATM SG and ATS/AIS/SAR SG were used almost interchangeably. At APIRG 14 for instance, working papers referred to ATS/SAR/AIS SG but the meeting report referred to the ATM SG. The APIRG 15 report used both names in the report including references to ATM SG/8 and adopted TOR for ATS/AIS/SAR SG. Although the APIRG 16 Decision 16/34 referred to “current” ATM Sub-Group, it had been called the ATS/AIS/SAR even in the working papers of the meeting. Furthermore, the body of the report includes references to Conclusions of ATS/AIS/SAR SG/9.

It is not clear whether the change was preceded by a working paper clarifying the rationale for the change.

2.2 In order to align the naming of the Sub-Group with current common practices of ICAO Regions, useful guidance may be found in ICAO documents.

2.3 PANS-ATM Doc 4444 defines ATM and ATS as follows:

- ***Air traffic management (ATM)***. The dynamic, integrated management of air traffic and airspace including air traffic services, airspace management and air traffic flow management — safely, economically and efficiently — through the provision of facilities and seamless services in collaboration with all parties and involving airborne and ground-based functions.
- ***Air traffic service (ATS)***. A generic term meaning variously, flight information service, alerting service, air traffic advisory service, air traffic control service (area control service, approach control service or aerodrome control service).

2.4 Annex 11 to the Chicago Convention defines Air Traffic Service as follows:

- ***Air traffic service***. A generic term meaning variously, flight information service, alerting service, air traffic advisory service, air traffic control service (area control service, approach control service or aerodrome control service).

In presenting the 11th amendment to Doc 4444 which included the re-naming of the document from PANS-RAC to PANS-ATM, State Letter AN 13/2.5-00/37 dated 14 April 2000, *inter alia*, highlighted the following specifically relating to the renaming of the Document:

...1.4 Originally applicable on a regional basis, the PANS-ATC became applicable on a world-wide basis on 1 February 1950.

1.5 The Fourth Edition (1951) was given its present title *Procedures for Air Navigation Services — Rules of the Air and Air Traffic Services* (PANS-RAC) on the recommendation of the Fourth Session of the Rules of the Air and Air Traffic Control (RAC) Division (Montreal, November-December

1950). The new title reflects the fact that certain procedures applicable to pilots and a number of procedures relating to the provision of flight information and alerting service were included therein, in addition to the operation of the air traffic control service.

1.6 New editions were issued subsequently. The origin of each edition issued since 1946 and subsequent amendments thereto are shown in Table A, together with a list of the principal subjects involved, the dates on which the amendments were approved by the Council and the dates on which they became applicable.

1.7 The Fourteenth edition, re-titled *Procedures for Air Navigation Services — Air Traffic Management* (PANS-ATM), was prepared by the Secretariat and provides for a comprehensive update of the procedures as well as a major re-organization of the contents. The new title reflects that provisions and procedures relating to safety management of air traffic services and to air traffic flow management were included...

### 3. DISCUSSION

3.1 From the information provided in the background above, it may be noted that while one name may be preferred over another for various reasons, it is important to sustain consistency in the use of ICAO terminologies, since such terminology is, to the extent practical, used in connection with specific meanings.

3.2 The use of the phrase air traffic management (ATM) interchangeably with ATS does not support the advancement of the concept, knowledge understanding of ATM, since the latter includes the former. Furthermore, it is important to observe that while the ATM field is expanding, it does not necessarily include the fields of AIS, MAP and SAR. With the introduction of CNS/ATM in particular, all PIRGs' Sub-Groups (or their equivalent) have since moved from the title ATS to ATM.

3.3 In order to continue benefiting from the administrative and resource efficiencies realized from the combination of the ATM, AIS and SAR fields in one Sub-Group, it is advantageous that the combination be maintained. Furthermore, it is recommendable that the operational association between ATM and SAR, which in many cases includes common personnel and training should be encouraged and reflected in the nomenclature. This however, should not lead losing sight of the fact that more specialized and appropriately trained staff is required for SAR services in the AFI Region and that pursuant to, *inter alia*, APIRG 16 Conclusion 16/47, participation of SAR personnel/expertise [beyond those in the field of ATM], but inclusive of maritime SAR, should be encouraged in the business of APIRG.

3.4 Based on the foregoing may wish to agree that the Sub-Group be appropriately titled the ATM/SAR/AIS SG, and accordingly to formulate the following Draft Decision:

**DECISION 11/XX: APPELLATION AND TERMS OF REFERENCE  
OF THE ATM/SAR/AIS SUB-GROUP**

That, in order to facilitate consistency in use of terminology and associated developments, APIRG title ATS/AIS/SAR Sub-Group is re-titled Air Traffic Management/Search and Rescue/Aeronautical Information Service Sub-Group (ATM/SAR/AIS SG) with the terms of reference as at Appendix X to the report on agenda item 13 (**Appendix XX** to this working paper).

**4. ACTION BY THE MEETING**

4.1 The meeting is invited to:

- a) take note of the information provided in this working paper; and
- b) agree on the appropriate naming/nomenclature of the ATM/SAR/AIS Sub-Group with the terms of reference as at Appendix X to the report on agenda item (**Appendix XX** to this working paper).

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**EXISTING (APIRG 16 APPENDIX - R)  
TERMS OF REFERENCE, WORK PROGRAMME  
AND COMPOSITION OF THE ATS/AIS/SAR SUB/GROUP  
WITH SECRETARIAT (COMMENTS ON)**

1. **Terms of Reference**

- a) To identify State by State, those specific shortcomings 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.
- b) To keep under review, the adequacy of requirements in the Air Traffic Management, Aeronautical Information Services and Search and Rescue fields, taking into account, *inter alia* changes to aircraft operations and new operational requirements or technological developments.

2. **Work Programme**

No.	Task Description	Priority	Target Date
1	Analyse the operational implications of the introduction of ICAO CNS/ATM Systems, in the fields of ATS, SAR, AIS/MAP and MET matters and propose any required actions with a view to ensuring their smooth integration in the operational environment.	A	Ongoing
	<p><del>Taking into account Human Factors, study problems and make specific recommendations related to ATS and AIS personnel, with a view to ensure the best services to users. (AFI/7 Rec.14/7)</del></p> <p><i>(Comment -The thrust of AFI/7 Rec.14/7 is training capacity and implementation. Both issues have been addressed through the USOAP which required corrective plans and have follow up mechanizm. Surveys related to establishing Regional training needs have proven to be very tedious with limited success. Without a dedicated project it's hard to get information from States).</i></p> <p><i>See also ICAO Next Generation of Aviation Professionals</i></p>	B	Ongoing

\* This task will be a subject of coordination with the Traffic Forecasting Task Force.

No.	Task Description	Priority	Target Date
	<b>(NGAPS) symposium March 1-4 (Sec Gen Closing Remarks)</b>		
3	<p>Study the requirements for civil/military coordination procedures including the promotion of the implementation of the concepts of joint use of airspace, free flight, flexible tracks, etc. and in addition consider reducing and/or eliminating prohibited, restricted and danger areas. (AFI/7 Rec.5/3)</p> <p><i>(Comment – The SG should rather refer to the recently reissued GANP and its GPIs, and the Performance Objectives (which still have to be completed since SP RAN))</i></p>	A	Ongoing
4*	<p>Determine the framework within which air traffic data collection statistical analysis and forecasting should be carried out.</p> <p><i>(Comment – Can the SG have the competence for this? It should rather put it's statistical needs to the Forecasting TF, otherwise respond to specific requirements from the forecasting TF,</i></p>	C	Ongoing
5	<p>Review the requirements and monitor the programme of implementation of area control service. (AFI/7 Rec.5/21)</p> <p><i>(Comment - This is still valid but could be linked to task 12 below)</i></p>	A	Ongoing
6	<p><b>Taking into consideration the Regional performance objectives relating to PBN implementation,</b> 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) <b>(SP AFI RAN)</b></p>	A	Ongoing
7	<p>Consider problems and make specific recommendations relating to ATS interface routes with other regions.</p> <p><i>(Comment-this is integral part of route development; no need to make it a separate job)</i></p>	A	Ongoing
8	<p>Monitor achievements and progress in the implementation of RVSM, RNAV/RNP taking into account the Performance Based Navigation (PBN) concept, RSP and RTSP in the AFI Region and provide recommendations in the light of acquired experience.</p>	A	Ongoing

No.	Task Description	Priority	Target Date
9	<p>Monitor developments in SSR planning criteria and review the allocation of SSR codes in the region to ensure there is no duplication with adjacent regions. (AFI/7 Rec 5/20)</p> <p><i>(Comment – This area has been fairly stable and should not be on priority list for the SG. The few tasks can be coordinated by the Secretariat as necessary)</i></p>	A	Ongoing
10	<p>Review the ATS requirements for navigation. (AFI/7 Rec 10/4)</p> <p><i>(Comment – Although the table needs updating particularly with regard to precision, most requirements of this Concl. now fly in the face of PBN. It is now a low priority that should be left to States)</i></p>	A	Ongoing
11	<p>Review of ATS requirements for communication including extension of VHF coverage. (AFI/7 Rec 5/13, Rec 5/12 and LIM AFI Rec 10/36)</p> <p><i>(Comment – These Recommendations should rather be left to the CNS SG, which by expectation will coordinate as necessary)</i></p>	A	Ongoing
12	<p>Identify the ATS requirements for Surveillance (RADAR, ADS, Voice, etc.) (AFI/7 Rec 11/1)</p> <p><i>(Comment – This is still valid, however, the AFI 7 Table which is the basis for development of the Regional Surveillance plan itself requires updating in light of new technologies, PBN implementation, etc)</i></p>	A	Ongoing
13	<p>Carry out studies and develop recommendations aimed at facilitating in an effective way the existing Contingency plans, reduce air traffic incidents, implementation of ACAS, ATIS, pressure altitude reporting transponders, Digital Flight Information Service (D-FIS), MSAW/CFIT, COSPAS/SARSAT and safety oversight programs in the AFI Region.</p> <p><i>(Comment – This task is overloaded with diverse elements. The following may be addressed as identifiable elements but the rest are imbedded in other priorities)</i></p> <ul style="list-style-type: none"> <li>▲ Contingency arrangements</li> <li>▲ Unsatisfactory condition (including incidents) reports and resolution</li> </ul>	A	Ongoing
14	<p>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)</p> <p><i>(Comment – Perhaps this needs to be developed and finished ASAP. A Working Group could draft &amp; circulate)</i></p>	B	Ongoing
15	<p>Review the requirements and monitor the implementation of Search and Rescue Services.</p>	B	Ongoing

No.	Task Description	Priority	Target Date
	Comment – To be improved		
16	Review the requirements and monitor the implementation of AIS and MAP services	B	Ongoing
17	Analyse, review and monitor shortcomings and deficiencies in the fields of ATS, AIS/MAP and SAR	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

#### **To be updated by the SG/11**

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.

35 this good, shows commitment. However, noting low attendance in the latter part of 2009, can the good participation of SG/10 (23 States and 4 Org) be sustained?

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**APPENDIX B**

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

## B-2

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 &amp; 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

**To be updated by the SG/11**

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.

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