

INTERNATIONAL CIVIL AVIATION ORGANIZATION**FIRST MEETING OF THE APANPIRG CONTRIBUTORY BODIES
STRUCTURE REVIEW TASK FORCE**

(Bangkok, Thailand, 23 – 24 May 2011)

Agenda Item 3: Review of the Terms of Reference of the Task force**TOR of the Task force**

(Presented by Secretariat)

SUMMARY

This paper invites the Task force meeting to review its preliminary Terms of Reference developed by ICAO Secretariat and suggest any modifications if any.

Action by the Task force is at Para 3

1. INTRODUCTION

1.1 Pursuant to APANPIRG Decision 21/57, APANPIRG Contributory Bodies Task force has been established with members consisting of Sub Group Chairpersons, Vice Chairpersons and voluntary members nominated by States. The task force in coordination with ICAO Regional Office will undertake a review of the Terms of Reference and activities of the APANPIRG contributory bodies and propose rationalization of their structures to APANPIRG/22 to meet the changing environment. The relevant extract from APANPIRG/21 Report is placed at Attachment A to this paper.

2. DISCUSSION

2.1 The preliminary Terms of Reference developed by ICAO Secretariat is placed at Attachment B to this paper.

3. ACTION BY THE MEETING

3.1 The meeting is invited to review the preliminary Terms of Reference at Attachment B and suggest modifications if any.

Attachment A**Extracts from APANPIRG/21 Report****Future Development and Possible Restructuring of the Sub-Groups**

5.6 In this connection, the meeting discussed on the working paper presented by New Zealand and a proposal from Sub-group Chairpersons on possible changing of the present set-up and explores possibility of re-allocation of tasks amongst the Sub-groups.

5.7 The paper from New Zealand invited various interventions and had discussions on the composition and activities of APANPIRG Sub-groups and associated Task forces. It was observed that structure of the Sub-groups has remained largely unchanged since their inception. It was stated that current developments in air navigation especially in regard to data provisions, performance based systems and technologies means that the structure and shape of air navigation is changing. This is resulting in several Sub-group and Task Force activities overlapping and calls for further technical input from other areas of specialization and disciplines. It was also pointed out that ATM/AIS/SAR should be renamed ATM/AIM/SAR.

5.8 The Chairmen of Sub-groups agreed that there is a need to deliberate further as to the long term working mechanism of the SGs and how to better coordinate and distribute their respective roles and responsibilities, particularly between the CNS/MET and ATM/AIS/SAR Sub-groups. There was the proposal that the MET function should align with AIM to form the AIM/MET sub-group, or alternatively to have the MET function come under the ATM/AIS/SAR SG. This proposal though discussed but was not supported in the most recent Sub-Group Meetings. In the absence of detailed justifications no further discussions took place.

5.9 Chairmen of Sub-group also noted that in light of the many technological changes in recent years giving rise to a multitude of inter-related issues, particularly under the CNS/MET and ATM/AIS/SAR Sub-groups, there are certainly merits to better coordinate the work amongst them. The Chairmen generally supported the view that the sub-group structure, their activities and frequency of meetings be reviewed. The chairmen consider that the review could be undertaken by a small working group similar to the former Future Development Task Force (FDTF). However, the Chairmen of the Sub-groups were of the view that in case major changes to the structure of the Sub-groups happen then new structure should provide an adequate period for transition planning from existing to new one.

5.10 Vice Chair of CNS/MET sub-group informed that CNS/MET SG was of the view that any significant change should be programmed to have effect from the 2013 meeting year with 2012 meetings of the sub-groups being used to implement transitional arrangements.

5.11 Regarding the contributory bodies of APANPIRG, chairmen of Sub-groups were of view that as a matter of policy these should be dissolved when they have either completed their assigned task or it has become apparent that the work on the subject in question cannot be usefully continued. The chairmen reiterated that the establishment of additional contributory bodies should be made on a need basis with due consideration to the limited resources available. In light of possible review of the structure of the Sub-groups, any proposal for the establishment of additional work groups or task forces must be carefully coordinated with the Regional Office taking into account adequacy of the resources available to support such an action. .

5.12 In view of foregoing, the meeting agreed to establish APANPIRG Contributory Bodies Structure Review Task Force and adopted following Decision.

Decision 21/57 - APANPIRG Contributory Bodies Structure Review Task Force (ABSRTF)

That,

- a) APANPIRG Contributory Bodies Structure Review Task Force with members consisting of Sub-group chairpersons, vice-chairpersons and voluntary members nominated by States be established; and
- b) In coordination with ICAO Regional Office, the Task Force undertakes a review of the Terms of Reference and activities of the APANPIRG contributory bodies and proposes rationalization of their structures to APANPIRG/22 to meet the changing environment.

5.13 The Chairman of ATM/AIS/SAR SG further suggested that the Term of Chairperson of Sub Groups may also be reviewed by the ABSRTF.

Attachment B

Preliminary Terms of Reference

- Review of the existing APANPIRG structure. Suggest new structure. Review the requirement for inclusion of AOP and Aviation Security sub groups to address their related issues.
- Review of the existing Terms of Reference of the contributory bodies including the Terms of the Sub Group Chairperson. Suggest proposed TOR considering the current and future developments in air navigation systems & technologies and related programs for addressing air navigation issues.
- Identify any possible issues of significance.