



International Civil Aviation Organization

The Sixth Meeting of the ICAO Asia/Pacific Southeast Asia Route Review Task Force (SEA-RRTF/6)

Bangkok, Thailand, 30 April 2012

Agenda Item 3: Determine the Future of the Task Force

DISSOLUTION OF SEARR TASK FORCE

(Presented by Secretariat)

SUMMARY

This paper presents the rationale for the Task Force to be dissolved and the residual work to be completed by other identified groups.

This paper relates to –

Strategic Objectives:

A: Safety – Enhance global civil aviation safety

C: Environmental Protection and Sustainable Development of Air Transport – Foster harmonized and economically viable development of international civil aviation that does not unduly harm the environment

Global Plan Initiatives:

- GPI-1 Flexible use of airspace
- GPI-3 Harmonization of level systems
- GPI-5 RNAV and RNP (Performance-based navigation)
- GPI-6 Air traffic flow management
- GPI-7 Dynamic and flexible ATS route management
- GPI-8 Collaborative airspace design and management
- GPI-17 Data link applications
- GPI-21 Navigation systems
- GPI-22 Communication infrastructure

1. INTRODUCTION

1.1 This SEA-RR/TF6 meeting will be conducted over one day only. The purpose of this Working Paper is to ask the meeting to make a determination if the Task Force should continue to exist, or be dissolved.

2. DISCUSSION

2.1 The Meeting will recall that the ATM/AIS/SAR SG meeting had formed the SEA-RR/TF with the purpose of developing and implementing “strategic and benefits driven plans to improve en-route airspace efficiency”.

2.2 The Task Force has met five times, and deliberated over many ATM issues in the South East Asian region. For the conduct of these past meetings, a large amount of data was provided to the meeting through the efforts of participating states, in particular Aerothai of Thailand. This has no doubt given the meeting a much better appreciation of the traffic flows and related issues.

2.3 There has been several positive outcomes arising from the Task Force meetings, particularly in promoting the concept of CDM, and several initiatives are now underway between busy city pairs.

2.4 Some of the issues identified by the Task Force cannot be resolved in the near term because of the lack of infrastructure, thus it made more sense for the tasks to be assigned to other existing bilateral or multilateral groups, than for the Task Force to continue its existence solely for the purpose of monitoring these.

2.5 The Meeting will also recall that the SEA-RR/ TF5 meeting was tasked by the ATM/AIS/SAR SG/21 meeting to produce “**a plan with each ATS route assigned a conceptual outcome, priority, milestones, States, stakeholders, and the means by which the route would be consulted**”. This task has been completed with the production of the South East Asia Implementation Plan.

2.6 The ATM AIS SAR SG/21 had also asked SEA-RR/TF5 to “**determine if the deliverables warranted its future existence beyond this meeting.**” This decision was delayed until this meeting to allow for updates to the plan.

2.7 As the Task Force has completed the tasks requested by ATM/AIS/SAR SG21, the SEA-RR/TF meeting should now recommend that the South East Asia Route Review Task Force be dissolved henceforth, and the following recommendation be conveyed to the ATM/AIS/SAR SG.

Draft Decision TF6/1 - Dissolution of South East Asia Route Review Task Force (SEA-RRT/TF)

That the South East Asia Route Review Task Force (SEA-RRT/TF), be dissolved and the on-going tasks be delegated to existing bi-lateral or multilateral groups as identified in the South East Asia Implementation Plan.

3. ACTION BY THE MEETING

3.1 The meeting is invited to make a decision to recommend dissolution of the Task Force and to convey the recommendation to the ATM/AIS/SAR Sub Group.

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