



International Civil Aviation Organization

**The Twentieth Meeting of the APANPIRG ATM/AIS/SAR/Sub-Group
(ATM/AIS/SAR/SG/20)**

Singapore, 05 – 09 July 2010

Agenda Item 6: Review of ATS Coordination Group Meetings

**TERMS OF REFERENCE
OF THE SOUTH-EAST ASIA ATS COORDINATION GROUP
(SEACG)**

(Presented by Hong Kong, China)

SUMMARY

The SEACG has been working without a Terms of Reference. To provide members a clear focus of work as well as to avoid duplication of work with other grouping(s) and/or Task Force(s), it is considered a Terms of Reference is appropriate for the SEACG. This Working Paper presents a draft Terms of Reference for deliberation before submitting to APANPIRG through the ATM/AIS/SAR Sub Group for approval.

1 INTRODUCTION

1.1 The South East-Asia ATS Coordination Group (SEACG) has a status of an Informal Co-ordination Group since the First Meeting of Informal South East Asia ATS Co-ordination Group (ISEAACG/1) held in Bangkok, Thailand from 14 to 18 December 1992.

1.2 At the Second Meeting, it was suggested that the word “Informal” in the name of the Group would make it difficult for potential participants to obtain authorization from their administrators. It was decided that from the subsequent meeting, the Group’s name would change to “South East Asia ATS Co-ordination Group (SEACG).”

2 HISTORICAL DEVELOPMENT OF SEACG

2.1 OBJECTIVES OF SEACG

2.1.1 The objectives of the ISEAACG/1 meeting were to:-

- a) discuss and closely identify air traffic services and aeronautical communication problems being experienced in the South East Asia area;
- b) develop solutions to resolve noted deficiencies; and
- c) prepare a co-ordinated action plan for implementation of the agreed actions.

2.1.2 At SEACG/10 (18-22 March 2002), the meeting noted past meetings held a view that the main objective of the SEACG was not for long-range planning but to identify and solve current problems or deficiencies in ATS by means of an action plan with time lines.

2.1.3 The SEACG/10 also shared the view and agreed that activities of the Group should remain as action-oriented with short-term time lines.

2.2 COMPOSITION OF SEACG

2.2.1 Up to the SEACG/10 meeting in 2002, the following States, international organizations and industrial organizations were members of the SEACG:

Australia, Brunei Darussalam, Cambodia, China, Hong Kong
China, Indonesia, Lao PDR, Malaysia, Papua New Guinea,
Philippines, Singapore, Thailand, Viet Nam, IATA, IFALPA,
IFATCA, ARINC and SITA.

2.2.2 At SEACG/10, the meeting recognized that the South East Asia area is situated in the centre of the major traffic flow between *South-East Asia and China, Republic of Korea and Japan (AR-9)* listed in Chapters 6 and 10 of the *Asia/Pacific Regional Plan for the New CNS/ATM Systems (latest listing is Doc 9750 AN/963 Global Air Navigation Plan Third Edition — 2007 APPENDIX I Homogeneous ATM areas and major traffic flows/routing areas, Asia/Pacific (ASIA/PAC) Regions, AR9.)*, the meeting considered it beneficial if other States pertaining to AR-9 are involved in future discussions of SEACG and requested ICAO to take appropriate follow-up action.

2.2.3 As of today, the SEACG is composed of the following States, international organizations and industrial organizations:

Australia, Brunei Darussalam, Cambodia, China, Hong Kong
China, Indonesia, Japan, Lao PDR, Malaysia, Papua New Guinea,
Philippines, Singapore, Thailand, Viet Nam, IATA, IFALPA,
IFATCA, ARINC and SITA.

3 PROPOSED TERMS OF REFERENCE FOR SEACG:

3.1 With the above historical developments in mind, a draft Terms of Reference (TOR) for the SEACG was raised in SEACG/17 for discussion.

3.2 In the ensuing discussion on the draft TOR, the SEACG also considered that to reflect the development of aviation and to harmonize with ICAO terminology, SEACG also proposed to revise the name of the group from South East Asia ATS Coordination Group to South East Asia ATM Coordination Group.

3.3 The concluded Draft TOR is attached for consideration by the ATM/AIS/SAR Sub Group.

4 ACTION BY THE MEETING

4.1 The meeting is invited to discuss and endorse the attached TOR for the SEACG for further consideration of approval by the APANPIRG.

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Terms of Reference (Draft)

Southeast Asia ATM Co-ordination Group (SEACG)

- 1) Identify current problems or deficiencies in ATM being experienced in the South East Asia area;
- 2) Develop solutions to resolve noted problems or deficiencies that do not require long-range planning in the South East Asia Region;
- 3) Prepare a co-ordinated action plan with time lines for implementation of the agreed actions in a manner that is harmonized with adjacent regions, consistent with ICAO SARPs and Global Air Navigation Plan (Doc 9750);
- 4) Make specific recommendations to the APANPIRG through the ATM/AIS/SAR Sub-Group, aimed at improving ATM/AIS/SAR services within the South East Asia Region and the adjacent Regions.
- 5) The SEACG will consist of representatives from:

Australia, Brunei Darussalam, Cambodia, China, Hong Kong China, Indonesia, Japan, Lao PDR, Malaysia, Papua New Guinea, Philippines, Singapore, Thailand, Viet Nam, IATA, IFALPA, IFATCA, ARINC and SITA;
- 6) Report to the ATM/AIS/SAR Sub-Group of the APANPIRG

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