



*International Civil Aviation Organization*

**The 10th Meeting of the FANS Implementation Team for South-East Asia (FIT-SEA/10) and the 17<sup>th</sup> Meeting of the South East-Asia ATS Coordination Group (SEACG/17)**

Singapore, 24 – 27 May 2010

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**Agenda Item 2: Adoption of Terms of Reference of the Group**

**DRAFT TERMS OF REFERENCE**

(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 form 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, 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 is attached for consideration by the Meeting.

3.2 The finalized TOR will be submitted to the ATM/AIS/SAR Sub Group for endorsement for consideration of approval by the APANPIRG.

## 4 ACTION BY THE MEETING

4.1 The meeting is invited to:-

- a) discuss and agree on a TOR for the SEACG; and
- b) consider inviting ROK to participate in future SEACG meetings due to ROK's proximity to the traffic flow of AR-9.

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**Terms of Reference (Draft)**

**Southeast Asia ATS Co-ordination Group  
(SEACG)**

- 1) Report to the ATM/AIS/SAR Sub-Group of the APANPIRG.
- 2) Identify current problems or deficiencies in ATM/AIS/ SAR fields being experienced in the South East Asia area.
- 3) Develop solutions to resolve noted problems or deficiencies that do not require long-range planning; and
- 4) 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).
- 5) 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.

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