

44<sup>th</sup> Conference of Directors General of Civil Aviation  
Asia and Pacific Region

# REPORT

Xi'an, China: 22 - 26 October 2007

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44<sup>th</sup> Conference of Directors General of Civil Aviation  
Asia and Pacific Regions

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**PROGRAMME**

**Sunday, 21 October 2007**

- 1330-2400 Registration of Conference Delegates  
*Venue: Lobby, East Wing of Sofitel on Renmin Square*
- 1800-2000 Welcome Reception  
*Venue: Garden*  
*Co-sponsored by Yunnan Airport and Fedex*

**Monday, 22 October 2007**

- 0800-0830 *Late Registration of Conference Delegates*  
*Venue: Third floor of the Conference Center, Sofitel on Renmin Square*
- 0900-1000 Opening Ceremony  
*Venue: Grand Ballroom, Conference Center, Sofitel on Renmin Square*  
Speeches by:
  - Vice Minister of General Administration of Civil Aviation of China, Mr. Yang Guoqing
  - Vice Governor of Shaanxi Province, Mr. Hong Feng
  - President of the Council of ICAO, Mr. Roberto Kobeh González
  - ICAO Regional Director, Asia and Pacific Office, Mr. L. B. ShahTwenty-minute cultural performance (Lion Dancing)
- 1000-1030 Group Photograph  
*Venue: Front of Remin Dasha*
- 1030-1100 Coffee/tea break  
*Sponsored by the Second Research Institute of CAAC*
- 1100-1230 Conference Session  
*Venue: Grand Ballroom, Conference Center, Sofitel on Renmin Square*
- 1230-1330 Lunch  
*Venue: Arc De Triomphe, 4<sup>th</sup> floor, Mercure*  
*Sponsored by Travelsky*
- 1330-1500 Conference Session  
*Venue: Grand Ballroom, Conference Center, Sofitel on Remin Square*
- 1500-1530 Coffee/tea break  
*Sponsored by OAG*
- 1530-1700 Conference Session  
*Venue: Grand Ballroom, Conference Center, Sofitel on Renmin Square*
- 1830-2130 Welcome Dinner hosted by General Administration of Civil Aviation of China  
*Venue: Shaanxi Guesthouse*

**Tuesday, 23 October 2007**

- 0900-1030 Conference Session  
*Venue: Grand Ballroom, Conference Center, Sofitel on Renmin Square*
- 1030-1100 Coffee/tea break  
*Sponsored by Xiamen Airlines*
- 1100-1230 Conference Session  
*Venue: Grand Ballroom, Conference Center, Sofitel on Renmin Square*
- 1230-1330 Lunch  
*Venue: Arc De Triomphe, 4<sup>th</sup> floor, Mercure*  
*Sponsored by Guangdong Airport*
- 1330-1500 Conference Session  
*Venue: Grand Ballroom, Conference Center, Sofitel on Renmin Square*
- 1500-1530 Coffee/tea break  
*Sponsored by Nanjing Airport*
- 1530-1700 Conference Session  
*Venue: Grand Ballroom, Conference Center, Sofitel on Renmin Square*
- 1830-2000 Dinner hosted by China Airlines  
*Venue: The Tang Dynasty, Xi'an*

**Wednesday, 24 October 2007**

- 0800-1030 Conference Session  
*Venue: Grand Ballroom, Conference Center, Sofitel on Renmin Square*
- 1030-1100 Coffee/tea break  
*Sponsored by Yangze River Express and UPS*
- 1100-1230 Conference Session  
*Venue: Grand Ballroom, Conference Center, Sofitel on Renmin Square*
- 1230-1330 Lunch  
*Venue: Arc De Triomphe, 4<sup>th</sup> floor, Mercure*  
*Sponsored by SITA*
- 1330-1500 Conference Session  
*Venue: Grand Ballroom, Conference Center, Sofitel on Renmin Square*
- 1500-1530 Coffee/tea break  
*Sponsored by Shanghai Airlines and Shanghai Airlines Cargo*
- 1530-1700 Conference Session  
*Venue: Grand Ballroom, Conference Center, Sofitel on Renmin Square*
- 1830-2000 Dinner hosted by Hainan Airlines  
*Venue: Shangri-La Hotel, Hi-tech Zone, Xi'an*

**Thursday, 25 October 2007**

- 0900-1700 Cultural Tour - Terracotta Warriors and Horses and Tang Paradise  
1830-2000 Dinner hosted by the People's Government of Shaanxi Province  
*Venue: Tang Paradise*

**Friday, 26 October 2007**

- 0900-1030 Conference Session  
*Venue: Grand Ballroom, Conference Center, Sofitel on Renmin Square*
- 1030-1100 Coffee/tea break  
*Sponsored by Shandong Aviation Group*
- 1100-1200 Conference Session  
*Venue: Grand Ballroom, Conference Center, Sofitel on Renmin Square*
- 1200-1300 Closing Ceremony, End of Conference Program
- 1300-1400 Lunch  
*Venue: Arc De Triomphe, 4<sup>th</sup> floor, Mercure*
- 1400-1700 Technical Tour to Xi'an Aircraft Manufacture Company (MA60)

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**AGENDA ITEMS**

- Agenda Item 1:           THEME TOPIC:  
  
                                  *“Sustainable practices for safety and security  
                                  management systems”*
- Agenda Item 2:           REVIEW OF ACTION ITEMS ARISING  
                                  FROM THE 43<sup>rd</sup> CONFERENCE
- Agenda Item 3:           AIR NAVIGATION PLANNING AND  
                                  IMPLEMENTATION
- Agenda Item 4:           CNS/ATM IMPLEMENTATION ACTIVITIES
- Agenda Item 5:           AVIATION SAFETY
- Agenda Item 6:           AVIATION SECURITY
- Agenda Item 7:           AIR TRANSPORT
- Agenda Item 8:           TECHNICAL COOPERATION
- Agenda Item 9:           OTHER BUSINESS
- a) Theme Topic for the 45<sup>th</sup> Conference of DGCA's
  - b) Endorsement of Action Items Arising from  
the Present Conference
  - c) Any Other Matter

## OPENING OF THE CONFERENCE

The 44<sup>th</sup> Conference of Directors General of Civil Aviation (DGCAs), Asia and Pacific Region was hosted by the General Administration of Civil Aviation of China and was held at the Conference Center, Sofitel on Renmin Square, Xi'an, China. .

The Conference commenced with the official opening ceremony at 09:00 hours on Monday, 22 October 2007. It was attended by 231 delegates from 35 States/Administrations and 5 International Organizations.

The Vice Minister, General Administration of Civil Aviation of China, Mr. Yang Guoqing, on behalf of Minister Yang Yuanyuan extended a warm welcome to all the delegates of the 44<sup>th</sup> Conference of Directors General of Civil Aviation of the Asia and Pacific Region. The Vice Minister expressed his gratitude to the International Civil Aviation Organization (ICAO) for the valuable support and assistance in hosting the event for the second time in the Peoples Republic of China. He also thanked the Directors General of Civil Aviation of the Asia Pacific States and representatives of International Organizations for their participation in this important Conference. The Vice Minister highlighted that the 44<sup>th</sup> Conference of DGCAs has taken “*Sustainable Practices for Safety and Security Management Systems*” as its theme to address issues of aviation safety and security in the Asia Pacific region. These issues not only concern the sustainable, rapid and healthy development of civil aviation industry in Asia Pacific, but also the economic prosperity in this region and world civil aviation development. Therefore, they are of great significance. At the end of his speech, the Vice Minister declared the Conference officially open.

The full text of the speech of the Vice Minister of General Administration of Civil Aviation of China is included as **Attachment 1** to this report.

The Vice Governor of Shaanxi Province, Mr. Hong Feng, welcomed the distinguished delegates to Xian, China. He believed that hosting this Conference in Xi'an would undoubtedly have a positive and far-reaching impact on mutual understanding and cooperation between Shaanxi or even western China and other countries in the Asia Pacific Region. He informed that last year, about 1.06 million foreign tourists visited Shaanxi province. Recent years have witnessed rapid economic development in Shaanxi. Mr. Feng stated that with the rainbow set by air transport, we could work together to contribute to the prosperous development of the Asia Pacific Region and to the deepening of friendship among peoples in the region.

The full text of the Vice Governor's speech is included as **Attachment 2** to this report.

In the his address, the President of the Council of ICAO, Mr. Roberto Kobeh González thanked the Vice Minister of General Administration of Civil Aviation of China and the Vice Governor of Shanxi Province for hosting the Conference. He expressed his pleasure at being able to personally attend this important annual event of the Directors General of Civil Aviation of the Asia Pacific Region. In noting the theme selected for the 44<sup>th</sup> Conference: “*Sustainable practices for safety and security management systems*”, the President expressed the hope that the Conference would focus on the various sub-regional mechanisms which have been put in place for enhancing safety and security on a cooperative basis. He emphasized that air transport has much to bring to the world in terms of economic and social benefits. As expressed in the Preamble to the Chicago Convention, international civil aviation can greatly help to create and preserve friendship and understanding among the nations and peoples of the world, yet it must be developed in a safe and orderly manner, and be established on the basis of equality of opportunity and operated soundly and economically.

The full text of the address by the President of the Council of ICAO is included as **Attachment 3** to this report.

Mr. Lalit B. Shah, the ICAO Regional Director expressed sincere thanks to the Government of the People's Republic of China for accepting to host the Conference and commended the hosts for the excellent managements that were in place for the Conference. Mr. Shah conveyed his greetings to the Minister of General Administration of Civil Aviation of China HE Yang Yuanyuan; the Vice Minister HE Yang Guoqing, the Vice Governor of Shaanxi province HE Hong Feng and to all distinguished delegates gathered in Xi'an, China. Mr. Shah thanked China for selecting Xi'an as the venue for the 44<sup>th</sup> Conference as the city carried with it a strong symbol of friendship. He stated that the Directors General Conference was unique for its informal and cooperative approach as it allowed the Directors General to discuss any issues pertaining to respective civil aviation needs openly and frankly and facilitated bilateral and regional cooperation in areas of interest.

The full text of the ICAO Regional Director's speech is included as **Attachment 4** to this report.

### **COMMENCEMENT OF CONFERENCE SESSIONS**

The first working session of the Conference commenced at 1100 hours on Monday, 22 October 2007. The ICAO Regional Director, Mr. Lalit B. Shah, as Secretary of the Conference, welcomed all participants to the 44<sup>th</sup> Conference of Directors General of Civil Aviation, Asia Pacific Region. He drew attention to the salient features of the Conference and highlighted the important issues before it.

### **ELECTION OF CHAIRPERSON**

The ICAO Regional Director called for nominations for a Chairperson of the Conference. The head of the delegation from India, Mr. Kanu Gohain, Director General of Civil Aviation proposed the name of Mr. Yang Guoqing, Vice Minister, General Administration of Civil Aviation of China, to be the Chairperson of the 44<sup>th</sup> Conference of DGCA's. He provided a brief overview of Mr. Yang Guoqing's illustrious career achievements and wide management experience and expressed his confidence that Mr. Yang Guoqing would provide able stewardship to the Conference.

The chief delegate from the Fiji Islands, Mr. Akuila Makutu Waradi, Director of Civil Aviation supported the above proposal, Mr. Yang Guoqing was unanimously elected as Chairperson of the Conference.

Mr. Yang Guoqing assumed the Chair and thanked the delegates for the honour bestowed upon him and for the confidence placed in him. He assured the Conference that he would do his best to discharge the responsibility of facilitating discussions at the Conference.

### **ELECTION OF VICE CHAIRPERSON**

The Chairperson then called for nominations for the Vice-Chairperson. The chief delegate from the Republic of Korea, Mr. Sang Ho Chung, Assistant Minister, Civil Aviation Safety Authority proposed the name of Mr. Azharudin Bin Abdul Rahman, Director General of Civil Aviation, Department of Civil Aviation Malaysia for the position. This was supported by the Chief delegate from Thailand Mr. Chaisak Angkasuwan, Director General of the Department of Civil Aviation and Chairman of AEROTHAI. Mr. Azharudin Bin Abdul Rahman was unanimously elected as Vice-Chairperson of the Conference.

## **ADOPTION OF THE AGENDA**

The Provisional Agenda for the Conference and the programme for the duration of the Conference were adopted by the Conference.

## **APPOINTMENT OF MODERATORS**

The Chairperson advised the Conference that the following delegates had kindly agreed to moderate the respective Agenda Items:

<b>SUBJECT</b>	<b>AGENDA ITEM</b>	<b>MODERATOR</b>
Theme Topic	1	Mr. William Byron
Review of Action Items arising from the 43 <sup>rd</sup> Conference	2	Mr. Mahmood Razee
Air Navigation Planning and Implementation	3	Mr. Keiji Takiguchi
CNS/ATM Implementation Activities	4	Mr. Norman LO
Aviation Safety	5	Capt. Merlin Preuss
Aviation Security	6	Mr. Edmund Hawley
Air Transport	7	Mr. Kanu Gohain
Technical Cooperation	8	Mr. Farooq Rahmatullah Khan
Other Business	9	
a) Theme Topic for the 45 <sup>th</sup> Conference of DGCAs	9A	Mr. Steve Douglas
b) Endorsement of Action Items Arising from the Present Conference	9B	Mr. Joseph Kasten
c) Any Other Matters	9C	Mr. Steve Douglas

## **EXPLANATION OF THE WORK PROGRAMME**

The Secretary explained the work programme and working arrangements for the Conference. He informed that the working sessions would be as per the programme which had been distributed.

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**AGENDA ITEM 1: THEME TOPIC:**

*“Sustainable practices for safety and security management systems”*

**Moderator: Mr. William Byron**  
**Chief Executive Officer**  
**Civil Aviation Safety Authority, Australia**

**1.1** In introducing the Agenda Item, the Moderator suggested that delegates focus on the issue of sustainability of various programs contained in the papers, particularly in relation to safety and security management systems. The Moderator put forward the proposition that all systems should be rigorously tested for their ability to operate in a changing aviation environment.

**1.1.1** A total of eleven Papers were presented including one Information Paper by Japan that was included for discussion. An additional six Information Papers were available.

<b>REF.</b>	<b>TITLE</b>	<b>PRESENTED BY</b>
<b>AGENDA ITEM 1</b>	<b>THEME TOPIC:</b> <i>“Sustainable practices for safety and security management systems”</i>	
DP/1/1	Sustainable Practices for Safety and Security Management Systems	ICAO
DP/1/2	Security Management Systems	IATA
DP/1/3	The ICAO Global Aviation Safety Plan (GASP)	ICAO
DP/1/4	U.S. Approach to Safety Management System (SMS) Implementation at Airports	United States of America
DP/1/6	Business Aviation Safety Strategy	IBAC
DP/1/7	U.S. Approach to Safety Management System (SMS) Implementation: Commercial Air Operators and Approved Maintenance Organizations	United States of America
DP/1/9	SEMS Development in New Zealand	New Zealand
DP/1/11	Safety Enhancement Initiatives and Practices in Nepal	Nepal
DP/1/12	Achieving Sustainable Safety Management Through Effective Regulation	Australia
DP/1/13	Security Management System of CAAC	People's Republic of China

<b>REF.</b>	<b>TITLE</b>	<b>PRESENTED BY</b>
IP/1/15	Implementation of Safety Management System (SMS) in Japan	Japan

**1.2 DP/1/1 SUSTAINABLE PRACTICES FOR SAFETY MANAGEMENT SYSTEMS**

1.2.1 In this paper, the ICAO Secretariat drew attention to recent amendments to Annexes 6, 11 and 14 which clarify the concept of a State's safety programme and a safety management system. The safety management system is implemented by aircraft operators, maintenance organizations, air traffic services providers and aerodrome operators. ICAO explained that a safety management system is a systematic approach to managing safety which includes the necessary organizational structure, accountabilities, policies and procedures. As such, it is a core business function just as a financial management system, a human resource management system, etc. Just like these other core business functions, a safety management system needs to be explicit, and of course sustainable. A sustainable system is one that has the characteristics of a continuous activity that has the staying power for long-term endurance. A safety management system should be woven into the fabric of an organization - it should become part of the culture; the way people do their jobs.

1.2.2 ICAO described the ongoing support it provides to States for the implementation of safety management systems, including an update to the Safety Management Manual Doc 9859. This update will provide in-depth guidance for a State's safety programme, developing model safety management systems regulations, developing guidance on system description and gap analysis, both for safety management systems as well as for a State's safety programme, and developing dedicated examples of risk assessments. In addition, ongoing ICAO safety management training and safety management implementation workshops are planned.

1.2.3 The Conference was invited to urge States in the Asia and Pacific region to utilize the guidance and training material provided by ICAO to implement the safety management system provisions in Annexes 6, 11, and 14.

**1.3 DP/1/2 SECURITY MANAGEMENT SYSTEMS**

1.3.1 The paper was presented by IATA. Airline Security Management Systems (SEMS) are now a mandatory requirement for IATA members via the IATA Operational Safety Audit (IOSA). IATA provided information to the Conference on the role of management systems in the aviation security environment and identified the benefits of a SEMS based approach endorsed by all stakeholder regarding security regulation and the operational delivery of security controls. IATA highlighted the benefits that such an approach can provide in supporting the ongoing development and maintenance of a secure and effective aviation transport system and in meeting the International Civil Aviation Organization (ICAO) requirements of Annex 17- *Security*, to the International Convention on Civil Aviation.

**1.4 DP/1/3 THE ICAO GLOBAL AVIATION SAFETY PLAN (GASP)**

1.4.1 The paper, which was introduced by the ICAO Secretariat, presented a new version of the ICAO Global Aviation Safety Plan (GASP). The new version of GASP integrates the Global Aviation Safety Roadmap. The GASP is based on the following four principles: Involvement of all stakeholders; Global Safety Initiatives (GSIs); Planning process; and Consistency of the ICAO Global Planning Process. The ICAO Global Aviation Safety Plan provides a common frame of reference for all stakeholders in order to allow a more proactive

approach to aviation safety and to help coordinate as well as to guide safety policies and initiatives worldwide in order to reduce the accident risk for civil aviation. It also provides ICAO with a tool to prioritize and plan its safety initiatives and to measure their impact. GASP is to be used in conjunction with the Global Aviation Safety Roadmap developed by industry for ICAO and at its request.

1.4.2 The paper urged States and the industry to apply the GASP and Global Aviation Safety Roadmap principles and objectives and to implement its methodologies in partnership with all concerned stakeholders to reduce the number and rate of aircraft accidents;

**1.5 DP/1/4 U.S. APPROACH TO SAFETY MANAGEMENT SYSTEM (SMS) IMPLEMENTATION AT AIRPORTS**

1.5.1 The paper presented by the United States of America, fully endorses the ICAO initiative to implement safety management system (SMS) for certified airports and is in the process of implementation. FAA regulations are being amended to include SMS as part of the certification process and will comply with ICAO Annex 14 Standards. FAA has already begun to examine existing airport certification regulations, standards and policies and is formulating a strategy to meet Annex 14 Standards. To this end, FAA has initiated a pilot program to help implement SMS at airports and is currently studying methodologies for implementation.

1.5.2 This year FAA issued a Advisory Circular on 'Introduction to SMS for Airport Operators' and will also develop a hand book for use by airport certification and safety inspectors to help them evaluate the airport's SMS. The FAA research and guidance material is available at [www.faa.gov](http://www.faa.gov).

**1.6 DP/1/6 BUSINESS AVIATION SAFETY STRATEGY**

1.6.1 The paper on Business Aviation Safety Strategy was introduced by the International Business Aviation Council (IBAC). Director General of IBAC, explained that the objective of the Safety Strategy is to provide business aviation's input to ICAO's Global Aviation Safety Plan (GASP).

1.6.2 The business aviation community worldwide is growing rapidly and now includes over 25,000 turbine aircraft operated by over 14,000 companies. Although still a relatively small industry in the Asia Pacific Region compared to other parts of the world, the expectation is for a significant expansion in coming years. It will be important for the Region to be prepared for the growth.

1.6.3 Business aviation has established a good safety record based on best practices; however, the industry recognizes the need for continued attention to aviation safety as the industry grows. The Safety Strategy was developed as input to the GASP but also to provide the industry's blueprint for making a safe industry even safer. The Safety Strategy is developed around eight major safety themes: 1) Culture; 2) Codes of Practice; 3) Adherence to Industry Standards; 4) Regulatory Framework; 5) Data Collection and Analysis; 6) Safety Equipment and Tools; 7) Air Navigation and Airport Services; and 8) Support Services. A total of 38 specific actions address areas warranting safety attention based on the industry's assessment of weaknesses. Ongoing activities include continued updating of the industry 'code of practice' and many other more specific actions to address immediate safety concerns, such as landing accidents.

1.6.4 IBAC advised that a summary of the Safety Strategy is available to participants at the Conference and the full Strategy can be obtained on the IBAC website or a hard copy can be forwarded on request. Briefings on the Strategy can be provided on request.

**1.7 DP/1/7 U.S. APPROACH TO SAFETY MANAGEMENT SYSTEM (SMS) IMPLEMENTATION: COMMERCIAL AIR OPERATORS AND APPROVED MAINTENANCE ORGANIZATIONS**

1.7.1 The United States Federal Aviation Administration (FAA) fully endorses the ICAO initiative to implement safety management systems (SMSs) for commercial air operators and approved maintenance organizations in accordance with recently adopted amendments to Annex 6 of the Convention on International Civil Aviation.

1.7.2 The FAA believes in a systems approach to safety and the updated SMS requirements provide practical tools for systemic risk management. The FAA is currently transitioning air carrier oversight to a completely system-based approach; however, both the FAA and industry recognize that this transition will not be effective through regulator actions alone. System safety must be infused into the management systems of air operators, maintenance organizations, and other service providers if it is to have the desired effect on safety outcomes. To this end, the FAA has already developed an air operator SMS standard and intends to apply the SMS processes of safety risk management and safety assurance to its own activities to facilitate keeping pace with the complex and dynamic modern air transportation system.

1.7.3 During this past year, the FAA initiated a rulemaking project that will meet the ICAO Annex 6 requirements for air operators. The agency also issued an advisory circular that provides background information on SMS processes and guidance on the interface between an operator's SMS and the FAA's oversight.

1.7.4 The FAA is currently conducting prototype projects that involve the voluntary participation by various sizes and types of air operators and maintenance organizations. The projects will focus not only on the development of SMSs, but will also target development of implementation procedures, detailed guidance materials, and oversight processes.

1.7.5 The discussion paper urged states in the Asia Pacific region to join in implementing SMS requirements for air operators and maintenance organizations in accordance with Annex 6 of the Convention on International Civil Aviation.

**1.8 DP/1/9 SEMS DEVELOPMENT IN NEW ZEALAND**

1.8.1 In presenting the paper, New Zealand stated that States have acknowledged the benefits of Safety Management Systems (SMS) in the aviation environment. New Zealand is now developing a policy for the adoption of Security Management Systems (SEMS). New Zealand's regulatory regime is based on a clear division of safety and security responsibility between the regulator and participants in the civil aviation system, with the emphasis on the CAA NZ having a systems oversight role.

1.8.2 Many aspects of existing preventative security systems established in response to deliberate and intentional acts lack the layers of redundancy that feature in a safety environment. However a range of common factors exist across the aviation safety and security environments. The need, within a security environment, for threat and risk assessment and management and understanding of these subjects, is consistent with the need for effective hazard analysis and risk management in a safety environment. There is the opportunity for an integrated systems managed approach within organisations, at both regulatory and industry level, that have responsibilities relating to the delivery of safety and security outcomes.

1.8.3 SEMS does not lessen the need for effective quality assurance processes already required in the New Zealand civil aviation system. Rather SEMS provides a framework for these systems to be aligned and harmonised together with wider organisational security (and safety) processes, leading to more uniform standards of service delivery and achievement of Annex 17, Security, SARPs amongst both States and certificated security organisations.

**1.9 DP/1/11 SAFETY ENHANCEMENT INITIATIVES AND PRACTICES IN NEPAL**

1.9.1 The paper highlighted the various safety enhancement initiatives and practices in Nepal. The focus of the initiatives is on professionalism, harmonious application of standards, procedures and regulations, implementation of Safety Management Systems (SMS), rectification of safety related deficiencies, adoption of corporate safety culture on safety promotion and incident/accident programme.

1.9.2 There has been significant progress in the implementation of the USOAP and follow-up audit done respectively in 1999 and 2002. Currently CAA Nepal has initiated action for revision of the existing organization structure and ICAO has been requested for assistance for this purpose. The implementation of SMS has been initiated with the assistance of COSCAP-SA Project. The latest amendment of the Civil Aviation Policy reflects the policy commitment with top priority to implementation of ICAO SARPs. The ICAO has been approached to provide expert assistance to deliver “train-the-trainer” programme on SMS. As an immediate step, a standard operating procedure (SOP) of all disciplines has been developed and introduced at all management levels. CAA Nepal has mandated the installation of GPWS, EGPWS, GPS, ADAS, and implementation of Flight Operation Quality Assurance (FOQA). CAA Nepal has been regularly conducting inspection and audits of airlines, developing various manuals, seminars, meetings and interactions among civil aviation and industry stakeholders are being undertaken from time to time focussing on safety promotion. The interaction between pilot-ATC has been helpful in generating harmony and better understanding. The participation of policy level, stakeholders and users’ group has been noteworthy. COSCAP-SA has been providing various trainings, producing guidance materials and manuals. The direct benefit of these trainings includes better appreciation of safety culture in airline companies. CAA Nepal is actively participating in the SARAST programme. A National Aviation Safety Team (NAST) dealing with safety related issues has been formed. Nepal is aware of the provisions of Annex 1 English Language Proficiency requirements by 5 March 2008. With the help of the manpower trained from Singapore Aviation Academy, CAA Nepal is the process of conducting training to the Air Traffic Controllers. Recognising the importance of transparency and sharing of safety information as a fundamental tenets of a safe and transport system, Nepal has expressed its consent to authorize ICAO to make available on its website safety oversight audit report consisting of an executive summary and graph depicting a State’s level of implementation of the eight critical elements of safety oversight system.

1.9.3 The paper pointed out the key issues and challenges relating to increased investment requirements and investment modality, adoption of technology production and retention of quality manpower.

1.9.4 The Conference was invited to continue co-operative mechanism for the development of quality manpower and implementation of SMS, update and exchange safety information among States.

**1.10 DP/1/12 ACHIEVING SUSTAINABLE SAFETY MANAGEMENT THROUGH EFFECTIVE REGULATION**

1.10.1 This paper presented by Australia discussed how sustainable aviation industry

regulation and oversight outcomes are being achieved in Australia. Australia's Civil Aviation Safety Authority (CASA) has embarked on a program to improve safety outcomes by reforming its regulatory approach, underlining the role of industry in safety management and realigning its workforce capabilities.

1.10.2 The role of CASA is to enhance and promote aviation safety in Australia through effective regulation. CASA came to the view a few years ago that there was an identified need for the style of regulations to move from prescriptive to safety-outcome based, and for the relationship with industry to change. While the oversight emphasis remains on compliance, industry has the ability to offer up alternative solutions. CASA still has considerable work to do to change the current safety regulatory system and continues to look at other safety regulatory regimes to inform its processes.

1.10.3 Another change to the regulatory oversight strategy has been to have industry accept that it is the primary risk manager for its operations. In this case the mechanism for moving away from the purist enforcement model is to regulate the need for operators to have an effective Safety Management System (SMS) in place. The benefit of an SMS approach is that, amongst other things, it provides a disciplined approach to maximising safety outcomes and reduces operating costs as a result of lowering accident and incident rates. This leads to the regulator and operator working collectively towards an improved level of overall safety.

1.10.4 In 2004, CASA formally announced a new key-stone policy that allocates the majority of its resources to the safety of passenger-carrying operations. This major shift in emphasis is due to the potential risks associated with these types of operations and the consequences of accidents in this sector of the industry. With the need to oversight potentially complex systems within industry organisations, CASA has determined that skills additional to traditional technical skills are required if the regulator is to be effective. CASA has now realigned its workforce by supplementing traditional technical skills with systems based and analytical skills.

1.10.5 In presenting this paper, Australia invited the Conference to consider how similar regulatory approaches might be implemented within the region to enhance the prospect of sustainable safety management.

## **1.11 DP/1/13 SECURITY MANAGEMENT SYSTEMS OF CAAC**

1.11.1 China informed the Conference of a new security management system named SEMS introduced in China. SEMS aims at developing a proactive security management system and implementing security measures and procedures effectively and efficiently through such system. Considering SEMS is a systemic methodology to manage security, the competent units of airports and airlines and other security stockholders are required to develop their own SEMS system based on the National Aviation Security Management System. From Oct 2006, CAAC established a committee headed by a vice-ministerial level official to initiate SEMS program. By 2010 a comprehensive national SEMS system will be in place. In March 2007, CAAC issued a National Civil Aviation Security Management Manual to provide guidance to airports and airlines for developing their own SEMS. SEMS trials have been conducted in some airports and airlines since June 2007. SEMS intends to integrate four security systems currently deployed into a comprehensive system including security organizational management system, security and threat management system, security performance management system and security quality control management system. The roadmap of SEMS with target date of implementation by June 2008 was provided to the Conference. ICAO was also requested to develop guidelines to assist the Contracting States to develop SEMS. The moderator commented that recommendation for ICAO to develop systematic guidelines for implementation of SEMS was considered appropriate.

**1.12 IP/1/15' IMPLEMENTATION OF SAFETY MANAGEMENT SYSTEM (SMS) IN JAPAN**

1.12.1 IP/1/15 briefed the progress and plans concerning the implementation of safety management system for the operators, aerodrome and air traffic services in Japan and advised the establishment of a new division in the JCAB headquarters which has the role of comprehensive safety promotion in coordinating safety measures of respective fields and promoting unified safety policies in Japan.

1.12.2 The paper also brought to the attention of the Conference two fundamental issues that needed to be tackled urgently. First issue is the importance of information exchange among States and stakeholders about situation of SMS implementation, which is expected to facilitate common understanding for the present situations and the future actions on SMS. Second issue is the creation of a sound safety culture, on which successful implementation of SMS is established. Japan considered it essential to ensure non-punitive principles while noting that there might be certain difficulties to adopt such principles for a social environment of States and citizens.

1.12.3 Japan recognized that there is no shortcut to implementing SMS in each State. Therefore, Japan encouraged the Conference and States to recognize the importance of SMS and to make every effort to create circumstances to accept implementation of the SMS based on the non-punitive principle required by the ICAO.

**1.13 SUMMATION BY THE MODERATOR**

In summarising the session, the Moderator made the following remarks:

1.13.1 Most papers agreed with the concept that sustainable programme must take a systems approach to managing both safety and security. This is important to ensure that the application of such systems does not focus exclusively on technical issues to the exclusion of broad management interventions.

1.13.2 The Global Aviation Safety Plan published by ICAO is a suitable strategic document to guide the implementation of systems by industry. However, like other components in the aviation safety system, the GASP should be subjected to continued scrutiny and 'testing' to ensure it continues to provide appropriate strategic guidance in a changing aviation environment.

1.13.3 It was noted that progress to date in the USOAP programme was at a high level of "UNSATISFACTORY" assessments. Administrations were encouraged to improve on this assessment in the coming year.

1.13.4 When introducing both safety and security management systems, it is important that all elements of an operation be included. For example, in an air transport operation, safety management needs to cover everything that can affect the safety of an operation, not just flight operations. The coverage of airports by SMS is a good example.

1.13.5 As suggested by Japan, ICAO is encouraged to publish a schedule of implementation of SMS and SEMS by States, for the information of all States.

1.13.6 As suggested by China, ICAO is encouraged to publish, as a matter of some urgency, guidelines for the development and implementation of SEMS.

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**AGENDA ITEM 2: REVIEW OF ACTION ITEMS ARISING FROM  
THE 43<sup>rd</sup> CONFERENCE**

**Moderator: Mr. Mahmood Razee  
Executive Director  
Civil Aviation Department, Maldives**

**2.1** Three (3) Discussion Papers which were received under this Agenda Item were presented:

<b>REF.</b>	<b>TITLE</b>	<b>PRESENTED BY</b>
<b>AGENDA ITEM 2</b>	<b>REVIEW OF ACTION ITEMS ARISING FROM THE 43<sup>rd</sup> CONFERENCE</b>	
DP/2/1	Responses from Administrations to Action Items Arising from the 43 <sup>rd</sup> Conference of the Directors General of Civil Aviation, Asia and Pacific Region	ICAO
DP/2/2	Filing of Differences to ICAO Standards and Recommended Practices	ICAO
DP/2/3	Working Towards Enhanced Cooperation and Representation for the Asia Pacific Regions - Asia Pacific Consultative Links	Australia

**2.2 DP/2/1 REPORT ON RESPONSES TO ACTION ITEMS ARISING  
FROM THE 43<sup>rd</sup> CONFERENCE OF THE DIRECTORS  
GENERAL OF CIVIL AVIATION IN ASIA AND PACIFIC**

2.2.1 The ICAO Secretariat provided details of the actions taken by various Administrations on the Action Items arising from the 43<sup>rd</sup> Conference of DGCA's.

2.2.2 The Conference was informed that only eighteen Administrations had provided responses to the Action Items. The level of implementation by Administrations was evaluated on the basis of the eighteen replies (the response from Mongolia was received on 19 October 2007, from Viet Nam on 22 October 2007 and from India on 24 October 2007. These were not reflected in the DP). All seventeen replies from Administrations were supportive of the Action Items arising out of the 43<sup>rd</sup> Conference and the States had either implemented most of the action Items or had plans to do so.

2.2.3 Despite the encouraging information received thus far from the Administrations, a larger number of replies would be necessary in order to more accurately assess Administration's level of implementation of the Action Items arising out of the 43<sup>rd</sup> Conference of DGCA's.

**2.3 DP/2/2 FILING OF DIFFERENCES TO ICAO STANDARDS AND  
RECOMMENDED PRACTICES**

2.3.1 The ICAO Secretariat described the development undertaken by ICAO for an electronic system for the notification and publication of differences to ICAO SARPs and the action taken by ICAO in parallel with the development of the electronic system to address issues associated with notification and publication of differences in relation to DGCA Conference Action item 43/3 c) and d).

2.3.2 The electronic system for the notification and publication of differences will be based upon the existing USOAP Compliance Checklist. Limitations identified in the existing Compliance Checklist will be addressed to ensure that the electronic system meets the needs of Contracting States as well as the Organization. In particular, the new system will be available in all working languages of ICAO. In addition, the system will include the Appendices of each Annex, as well as any graphics that appear in the Annexes. A primary design feature of the new system will be to ensure that data previously entered by States will be fully portable to the electronic system.

2.3.3 The core of the electronic system for notification and reporting of differences is a programme referred to as the “Annex Manager”. This programme will handle the provisions of each Annex as records of information stored in a database structure in order to greatly improve the efficiency in managing large amounts of detailed information. This programme enables the electronic system to greatly simplify the process of validating existing differences and notifying differences to provisions as amendments are made. Presently, the “Annex Manager” is being developed to meet the functional requirements of the differences notification and publication system. However, this programme is an expandable tool that could meet all of the functional requirements for the complete Annex amendment process including the necessary correspondence with Contracting States.

2.3.4 The first release of the electronic system for the notification and reporting of differences was made available in June 2007 in English. No significant operational difficulties have been experienced with the interface. The release of the programme in all working languages is expected to be ready by later in 2007.

2.3.5 Recognizing that States vary in their understanding of what constitutes a difference or what information to include in the notification of differences, ICAO will expand upon the explanatory information to States in the recently amended Note on the notification of differences to assist States in harmonizing their approach towards the notification of differences. Further work on the subject will be carried out by the Air Navigation Commission with the support of the ICAO Secretariat. The result of this work is scheduled to be presented to the ICAO Council for its consideration during its 182nd Session in November/December 2007.

## **2.4 DP/2/3 WORKING TOWARDS ENHANCED COOPERATION AND REPRESENTATION FOR THE ASIA PACIFIC REGIONS - ASIA PACIFIC CONSULTATIVE LINKS**

2.4.1 Following the 42<sup>nd</sup> Conference of DGCAAs, Australia took on the role of Focal Point for the Asia Pacific Consultative Link (APCL).

2.4.2 In this paper Australia pointed out that for a number of reasons, including resource constraints, little progress has been made on the operation of the APCL in 2007. This paper suggests the Asia Pacific Consultative Link (APCL) remains a valuable tool for sharing of information and should continue. It also proposes that another State be nominated to work with Australia to further develop the APCL and to take over the role of Focal Point during 2008.

## **2.5 DISCUSSIONS ON PAPERS PRESENTED**

2.5.1 While discussing Paper DP/2/3, Singapore expressed its gratitude to Australia for acting as the ‘focal point’ for APCL and offered to work with Australia in taking over the role of the ‘focal point’, if agreed by the Meeting.

2.5.2 Some of the States in the APAC region felt disadvantaged at the lack of an appropriate mechanism within the region which could assist them in raising their concerns /issues with the ICAO Council. A comparison was drawn with other regional grouping which enjoyed the benefits from such an arrangement. It was felt that the matter be pursued further as it would provide considerable advantage to the smaller States. A number of States on the other hand expressed strong reservations at the proposed mechanism as it was likely to entail additional costs and may be objected to at the appropriate government level. Instead it was suggested that the proposal be spearheaded under the ICAO umbrella as it would find more acceptance and better prospects of implementation.

2.5.3 Australia clarified that there was no cost involved and that it would work free of charge and reiterated that the paper being put up by the Montreal Group should be given due consideration. However, those Administrations differing with the proposal, stated that the matter would none the less require to be put up to their respective governments for approval. These Administrations stressed that the APAC Office should work as the nodal point for any such mechanism that is put in place.

## **2.6 SUMMATION BY THE MODERATOR**

2.6.1 In summarizing the three papers that were presented the Moderator made the following observation.

2.6.2 The DP/2/1 which was presented by ICAO, included the responses received from States to the various Action Items arising from the 43<sup>rd</sup> Meeting. It was found that 18 States had responded, whilst 27 States had not provided any response. Out of the 12 action items, Action Items 1, 2 and 12 were to be retained; whilst Action Items 3,4,5,6, 10 and 11 were to be deemed as completed. Action Items 7, 8 and 9 were to be considered by the Members and based on the information received, the Secretariat would prepare the final version together with the new Action Items arising from the 44<sup>th</sup> Conference. Member States were urged to respond to these Action Items in order for the Conference to know the status of the work and to provide necessary information and perhaps assistance to States in implementation.

2.6.3 DP/2/2 presented by ICAO provided a report on the work being done in developing an electronic basis for States to file in 'Differences'. It was emphasized that once the final version is completed it would be available in all ICAO languages.

2.6.4 Similar work done by the Republic of Korea in developing a management tool called SAPRs Management Information System (SMIS) was noted.

2.6.5 DP/2/3 presented by Australia included the work of the Consultative Link for APAC in the ICAO Council and Australia's desire to see another State take over the task. It was mentioned that the pace of progress was slow. The paper also referred to another Information Paper being presented at this DGCA Conference by the Montreal Group of Asia Pacific Council States and which would dwell on a more focused approach.

2.6.6 A couple of States indicated the difficulty faced by especially small states in bringing issues to the ICAO Council. Also a number of States raised the issue of new direction and concerns regarding additional resources, other related issues and duplication.

2.6.7 Singapore offered to work with Australia and take over the focal point, which was appreciated by the Conference. In view of the comments from the States, the Moderator suggested that Singapore and Australia should work on the APCL issues and bring to the attention of the Conference in due course.

**AGENDA ITEM 3: AIR NAVIGATION PLANNING AND IMPLEMENTATION**

**Moderator: Mr. Keiji Takiguchi**  
**Director-General, Air Traffic Services Department**  
**Civil Aviation Bureau, Japan**

**3.1** Fourteen (14) Discussion Papers and ten (10) Information Papers were submitted for this Agenda Item. The Moderator divided the papers in to four distinct groups and took them up for discussion accordingly. The following fourteen (14) Discussion Papers were presented:

<b>REF.</b>	<b>TITLE</b>	<b>PRESENTED BY</b>
<b>AGENDA ITEM 3</b>	<b>AIR NAVIGATION AND IMPLEMENTATION</b>	
DP/3/1	APANPIRG Activities - Outcomes of APANPIRG/18	ICAO
DP/3/2	Implementation of Air Traffic Flow Management (ATFM) in Bay of Bengal and South Asia	ICAO
DP/3/3	Aerodrome Certification and Status of Implementation in the Asia/Pacific Region	ICAO
DP/3/5	Report on Reduced Vertical Separation Minimum (RVSM) Implementation in the Asia and Pacific Region	ICAO
DP/3/9	Progress Report on Unmanned Aerial vehicle Work (UAV)	ICAO
DP/3/12	Bay of Bengal Cooperative Air Traffic Flow Management System (BOBCAT)	Thailand
DP/3/13	Recent Progress in the SESAR European Air Traffic Management Modernisation Programme	France
DP/3/14	Modernization of the Tahiti Air Control Centre	France
DP/3/15	Implementation of Performance Based Navigation	IATA
DP/3/16	Implementation of Performance Based Navigation	ICAO
DP/3/17	Prospects of Himalayan Route	Nepal
DP/3/18	Regional Approaches to Regional Challenges in ATM	CANSO
DP/3/19	Consideration of CANSO Working Papers by the 36th Session of the ICAO Assembly	CANSO

<b>REF.</b>	<b>TITLE</b>	<b>PRESENTED BY</b>
DP/3/20	ATC Assurance for 2008 Beijing Olympics	People's Republic of China

**3.2 DP/3/1 APANPIRG ACTIVITIES - OUTCOMES OF APANPIRG/18**

3.2.1 This paper presented by ICAO provided an overview of the outcome of APANPIRG/18 meeting held in Bangkok, Thailand from 3 to 7 September 2007. Some of the important issues addressed by the meeting are:

- a) Preparation for the implementation of reduced vertical separation minimum (RVSM) by China in its airspace by 21 November 2008 are ongoing.
- b) Creation of bird control committee by States of the Asia and Pacific Regions to prevent bird hazards in its aerodromes was agreed upon.
- c) Use of the ICAO Route designators (ICARD) database for the management of five-letter name codes in the Asia and Pacific Regions was endorsed.
- d) Implementation of the automatic dependent surveillance—broadcast (ADS-B) out service in the Asia and Pacific Regions was agreed to be mandated, with a target date of 2010.
- e) Compliance by States with specific formats and contents of the messages in operational meteorological (OPMET) data in accordance with Annex 3 was emphasized.
- f) The surveillance strategy for the Asia and Pacific Regions was developed, taking into account recent developments in ADS-B
- g) Regional preparations to support ICAO's position on the protection of aeronautical frequency spectrum at the forthcoming WRC-2007 are continuing.
- h) The Asia/Pacific SIGMET Guide was updated to include additional material on amended SIGMET provisions.
- i) A task force to develop a performance-based navigation (PBN) implementation plan for the Asia and Pacific Regions was established.
- j) Regional agreement for the Federal Aviation Administration (FAA) to continue as the service provider for the Regional Monitoring Agency (RMA) and Central Reporting Agency (CRA) for the Pacific Region and for AEROTHAI as RMA for the Asia Region at no cost has been reached. Furthermore, Japan and China committee to providing safety monitoring services in their airspaces at no cost.
- k) A regional on-line database of air navigation deficiencies has been established effective August 2007.
- l) Asia/ Pacific Supplement to the Uniform Methodology updated to include air navigation deficiency database.

**3.3 DP/3/2 IMPLEMENTATION OF AIR TRAFFIC FLOW  
MANAGEMENT (ATFM) IN BAY OF BENGAL AND  
SOUTH ASIA**

3.3.1 The ICAO Secretariat advised the Conference about the implementation of a full and permanent operational ATFM system across the Bay of Bengal and South Asia from July 2007 for air traffic transiting the Kabul FIR during the night time peak traffic period (2000-2359UTC). Some of the benefits resulting from ATFM implementation include: fuel savings approximately 12 million kg per year; carbon emission reduction: 50 million kg per year; airline operating cost savings US\$12 million per year; minimize reroutes and diversions; and Maximize route and flight level usage

3.3.2 This is the first such ATFM initiative of its kind in the Asia Pacific region and arguably in the world, which could not have been achieved without the leadership of ICAO, the full cooperation of all affected ANSPs and the airlines, and the positive interaction by IATA.

3.3.3 Further refinements to the BOBCAT system might be required particularly with regard to the issue of cancelled slots. The ATFM Task Force would continue its work in refining the ATFM system and the Scrutiny Group comprising States, IATA and some airlines would periodically examine the data to assess the output of the system, and recommend solutions.

3.3.4 APANPIRG recently added an item to its List of Key Priorities in relation to development of ATFM regionally. A useful way forward in bringing existing ATFM provisions, techniques and procedures to the attention of States in the Asia/Pacific Region and lead to wider implementation of ATFM regionally would be to conduct an ATFM seminar to enable parties experienced in the provision of ATFM to pass on knowledge and guidance to States with less experience. Australia, Japan, Thailand and the United States offered support for such a seminar. Japan offered to host the Air Traffic Flow Management Seminar in Fukuoka, Japan during 2008.

**3.4 DP/3/3 AERODROME CERTIFICATION AND STATUS OF  
IMPLEMENTATION IN THE ASIA/PACIFIC REGION**

3.4.1 This paper presented by ICAO provides information on the ICAO provisions on aerodrome certification and safety management systems in Annex 14 —Aerodromes, Volume I and updated information on the status of implementation of aerodrome certification and safety management systems by States in the Asia/Pacific region.

3.4.2 The ownership, operation and management of airports have seen a transition from government owned entities to corporate bodies. The obligation of States, under the Convention to ensure the safety of aerodrome operations, remains unchanged. Aerodromes used for international operations are required to be certified under an appropriate regulatory framework, as from 27 November 2003 and a certified airport is required to have in operation a safety management system (SMS), as from 24 November 2005.

3.4.3 The level of implementation of both aerodrome certification and Safety Management System has not been satisfactory in the Asia/Pacific region. States were urged to allocate high priority and adequate resources in implementing the requirements of aerodrome certification and Safety Management System at aerodromes.

**3.5 DP/3/5 REPORT ON REDUCED VERTICAL SEPARATION  
MINIMUM (RVSM) IMPLEMENTATION IN THE ASIA  
AND PACIFIC REGION**

3.5.1 The ICAO Secretariat updated the conference on the implementation of RVSM in the Asia Pacific region. The Reduced Vertical Separation Minimum Implementation Task Force (RVSM/TF) continued its work programme established by APANPIRG to follow up on the implementation of the metric RVSM in Chinese airspace. Four meetings were held, with the latest RVSM/TF/32 agreeing that, based on the information and the safety assessments provided by China, and subject to finalization of the ongoing Letters of Agreements with neighbouring States, RVSM operations in the Beijing, Guangzhou, Kunming, Lanzhou, Shanghai, Shenyang, Urumqi and Wuhan FIRs and Sector 01 (airspace over the Hainan Island) of the Sanya FIR could be implemented at 1600 UTC on 21 November 2007. The RVSM flight level allocation to be implemented by China would be in accordance with the China metric system where air traffic control instructs pilots with meters and the pilots consult a conversion table to fly at a flight level in feet corresponding to the metric value.

**3.6 DP/3/9 PROGRESS REPORT ON UNMANNED AERIAL  
VEHICLE WORK (UAV)**

3.6.1 In this paper presented by ICAO, the Secretariat informed that on 12 April 2005, the Air Navigation Commission had requested the Secretary General to consult selected States and international organizations with respect to a number of issues related to UAVs.

3.6.2 The first ICAO exploratory meeting on UAVs was held in Montreal from 23 to 24 May 2006, with the objective of determining the potential role of ICAO in UAV regulatory development work. The meeting agreed that although there would eventually be a wide range of technical and performance specifications and standards, only a portion of those would be necessary for inclusion as ICAO Standards and Recommended Practices (SARPs) and that ICAO was not the most suitable body to lead the effort to develop specifications. However, it was agreed that there was a need for harmonization of terms, strategies and principles with respect to the regulatory framework and that ICAO should act as a focal point.

3.6.3 The second informal ICAO meeting in January 2007 concluded that work on technical specifications for UAV operations was well underway within both RTCA (Radio Technical Commission on Aeronautics) and EUROCAE and was being adequately coordinated through a joint committee of the two working groups. The main issue for ICAO was therefore, related to the need to ensure safety and uniformity in international civil aviation operations. In this context, it was agreed that there was no specific need for new ICAO SARPs at this early stage. However, there was a need to harmonize notions, concepts and terms. The meeting agreed that ICAO should coordinate the development of a strategic guidance document that would guide the regulatory evolution that, even though non-binding, would be used as the basis for development of regulations by the various organizations and States.

3.6.4 The second meeting had suggested that from this point onwards, the subject should be referred to as unmanned aircraft systems (UAS), in line with RTCA and EUROCAE agreements. The meeting also concluded that ICAO should serve as a focal point with the aim of ensuring global interoperability and harmonization; to develop a regulatory concept; to coordinate the development of UAS SARPs; to contribute to the development of technical specifications by other bodies; and to identify communication requirements for UAS activity.

3.6.5 DP/3/9 urged the States to take into account the outcome of the two informal meetings in their work programme of State.

**3.7 DP/3/12 BAY OF BENGAL COOPERATIVE AIR TRAFFIC FLOW  
MANAGEMENT SYSTEM (BOBCAT)**

3.7.1 Thailand presented a Discussion Paper on progress of an Air Traffic Flow Management system for westbound traffic entering the Kabul FIR (BOBCAT) which has been put into operation since 5 July 2007 after a successful operational trial over a period of 12 months. The ATFM system manages the capacity on each of the 4 ATS routes across this airspace. To achieve this result, aircraft are given Allocated Wheels-up Times (AWUT) from their respective departure airports. ATFM aircraft now depart on their allocated wheels-up time in an orderly fashion. This lessens ground delays for participating aircraft. The orderly departures translate into orderly entry into Afghanistan. Statistics shows there is far less reroutes as well as more evenly utilization of the 4 ATS routes available through the Kabul FIR than before the system was introduced. Further information indicates that, within the Lahore FIR which adjoins Kabul FIR, controller workload is less than pre-ATFM due to aircraft flight levels being adjusted by previous ACCs to proximate close to the level assigned by BOBCAT for entry into the Kabul FIR. The Conference was informed that they would continue to make upgrades to the system to improve the performance. BOBCAT is a milestone in enroute ATFM operations. It provides a slot allocation to aircraft who are departing airports up to 7 hours away from the allocated entry point. The aircraft have to transit up to 10 FIRs with different airspace and separation requirements before reaching Afghanistan airspace. It was considered that this was the first such initiative of its kind in the Region. It was brought to the attention of the meeting that this project could not have been achieved without the leadership of ICAO, the full cooperation of all affected ANSPs and the international airlines, and the interaction by IATA.

Development of ATFM in the Asia and Pacific Region

3.7.2 The APANPIRG/18 meeting supported the establishment of the BOBCAT Scrutiny Group to ensure the full transparency and equitable long term management of the ATFM arrangements. Further, APANPIRG recognized the need to actively endorse ATFM activities in the Asia and Pacific region. It was considered that a useful way in bringing ATFM provisions, techniques and procedures to the attention of States would be to conduct an ATFM Seminar. This would lead to a wider implementation of ATFM regionally, with associated efficiency and environmental gains. The meeting was also informed that Japan (JCAB) will host an air traffic flow seminar in Fukuoka, Japan in early 2008.

3.7.3 Some States and Organizations appraised highly for the dedicated efforts and hard work in the development of BOBCAT, which is the “engine” behind the ATFM system. It was unanimously agreed that success came with the cooperation of all involved.

3.7.4 The Moderator commended that this kind of cooperation should prevail in the future for any other undertaking involving a group of States and international organizations.

**3.8 DP/3/13 RECENT PROGRESS IN THE SESAR EUROPEAN AIR  
TRAFFIC MANAGEMENT MODERNISATION  
PROGRAMME**

3.8.1 France informed the Conference that the SESAR programme is the European Air Traffic Management (ATM) modernisation programme. It will combine technological, economic and regulatory aspects and will use the Single European Sky (SES) legislation to synchronise the plans and actions of the different stakeholders and federate resources for the development and implementation of the required improvements throughout Europe, in both airborne and ground systems.

3.8.2 The paper presents the major conclusions of the first three completed steps of the ongoing definition study:

- Milestone 1, an analysis of the Air transport value chain and role of ATM leading to a shared belief of the current situation and an agreement on the main blocking points and way forward.
- Milestone 2 provides the vision for the 2020ATM Target concept and a description of the performance requirements.
- Milestone 3 describes the selected 2020ATM Target concept with an emphasis on the operational concept and information on the supporting architecture and CNS technologies to show its viability.

### **3.9 DP/3/14 MODERNIZATION OF THE TAHITI AIR CONTROL CENTRE**

3.9.1 Located on Tahiti Island, the Tahiti Air Control Centre (ACC) delivers air traffic control, flight information and alert services to transpacific flights, international flights departing from or arriving to Tahiti and domestic flights between Faaa'a Airport and surrounding Islands. In terms of equipment, Tahiti ACC has been running flight data processing system (named SIGMA) together with air situational display/datalink system (VIVO) for more than 10 years, nearing now obsolescence.

3.9.2 In 2005, DSN, the French Air Navigation Service Provider, decided to replace both previous legacy systems by a new system called TIARE, to install a secondary radar in Marau's Mountain and to replace the current voice communication system by a new equipment CARTOUM. This modernization project is aimed:

- to increase safety of navigation thanks to a radar surveillance and safety nets in a 200 NM radius around Tahiti island and to a conflict probe tool in oceanic airspace, and to enable a future ADS-B surveillance by 2011;
- to meet growing requirements from IATA in South Pacific environment, coordinated through ISPACG, and for this to reduce separations standards from 100 NM/15' to 50/50 NM then 30/30 NM and enable dynamic rerouting of aircraft for optimizing trajectories (DARP, dynamic airborne rerouting process);
- to improve coordination with adjacent Air Traffic Service Units and training of Air traffic controllers and Technical engineers through suitable tools.

3.9.3 Initial target dates for installation of the different equipments are as follows: TIARE and radar Marau by the end of 2008, CARTOUM early 2009, and ADS-B ground stations: 2010-2011.

### **3.10 DP/3/15 IMPLEMENTATION OF PERFORMANCE BASED NAVIGATION**

3.10.1 IATA presented DP/3/15. The Conference was informed that the implementation of Performance Based Navigation (PBN) provides significant safety, efficiency and environmental benefits to operators and service providers. Guidance material has been prepared by ICAO with the assistance of the RNP Special Operations Requirements Study Group (RNPSORG) to support

the harmonized introduction of PBN for all phases of flight. In April 2007 ICAO promulgated guidance material concerning the implementation of PBN. The material provided guidance for the Air Navigation Service Provider as well as guidance on the issuance of operational approvals for the different phases of flight. IATA stressed that States should use the ICAO guidance material (to expedite the implementation of PBN to deliver the associated benefits) whilst ensuring a global harmonization of RNAV and RNP operations.

### **3.11 DP/3/16 IMPLEMENTATION OF PERFORMANCE BASED NAVIGATION**

3.11.1 The Conference was informed by the ICAO Secretariat that the Eleventh Air Navigation Conference took note of lack of harmonization in the implementation of RNP and RNAV and recommended that ICAO should address this issue and also expedite the implementation of RNP and RNAV. Following up this recommendation, ANC created RNP Special Operational Requirements Study Group (RNPSORSG), which developed the concept of Performance Based Navigation (PBN). PBN concept includes the requirements of functional integrity, continuity and system availability in addition to accuracy which only was included in the earlier concept of RNP and RNAV. Where as applications of PBN without the requirement of on-board monitoring and alerting are now designated as RNAV the applications with the requirement of on-board monitoring and alerting are designated as RNP. The Conference was informed about the development of *Performance Based Navigation Manual* (Doc 9613) and issue of State Letter AN 11/45-07/22 *Guidance material for the issuance of performance based navigation* (PBN). Conference was also informed about ICAO proposal to organize ten seminars on Introduction to PBN. The pilot seminar at Montreal and the seminars at Bangkok and New Delhi in the Asia Pacific Region have already been conducted.

3.11.2 Implementation of PBN in Asia Pacific Region was discussed at APANPIRG/18. APANPIRG through its Conclusion 18/52 established Regional PBN Task Force (PBN/TF) and through its Conclusion 18/53 urged the States to develop their State PBN implementation plan to harmonize with the regional PBN plan being developed by PBN/TF for submission to APANPIRG/19 (2008). APANPIRG, through its Conclusion 18/55 urged the States to designate a focal contact point in their administration for effective coordination regarding implementation of PBN. ICAO Assembly in its 36<sup>th</sup> Session, while urging the States to implement RNAV and RNP air traffic services (ATS) routes and procedures in accordance with ICAO PBN concept laid down in PBN Manual, adopted a resolution calling on the States and Planning and Implementation Regional Groups (PIRGs) to develop PBN implementation plans by 2009 to ensure globally harmonized and coordinated implementation of PBN by 2016 for approach operations with vertical guidance. The Conference was requested to urge the States to make available the resources necessary to accelerate the achievement of PBN implementation goals embodied in the Assembly Resolution and urge States to support PBN/TF created by APANPIRG/18 and designate Focal Contact Points in their administrations for coordinating implementation of PBN.

### **3.12 DP/3/17 PROSPECTS OF HIMALAYAN ROUTES**

3.12.1 Nepal presented a paper on prospects of Himalaya Routes and how to deal effectively with the increasing fuel price and increasing air traffic congestion is the main issues of present day's air transport. ICAO has taken several initiations to address these problems as RVSM, EMARSSH Route, ATFM etc. IATA has even initiated Fuel Campaign and save a minute campaign. However, problems still exist.

3.12.2 Trial operation of ATFM in Bay of Bengal and South Asia though a great success, still experienced outstanding issues to be addressed ATFM Task Force had agreed the need of

bypass route, need for further route development and new boarder crossings between India and Pakistan.

3.12.3 In the context of the further actions and enhancements proposed by ATFM Task Force, Nepal reiterated the multiple benefits of the Routes proposed during EMMARSH Project as Himalaya 1 and Himalaya 2. These Routes not only eased the traffic flow over Delhi but also improved bottleneck over Kabul FIR. Besides, these routes are very short and direct reducing air distance significantly.

3.12.4 In the same way prospect of Trans Himalaya Route is also to be given due priority specially in the context of unprecedented air traffic growth in India and China. The existing Lhasa-Kathmandu-Lhasa Route (B345) overflying Mount Everest can be extended further so as to make it as the shortest possible routes for the flights to/from mainland China and far east and to Middle East/Europe via Nepal and Indian Sub-Continent.

3.12.5 Himalaya 1 and Himalaya 2 Route has been documented in ICAO Asia Pacific ATS Route directory as future requirement. The Conference was requested to note the importance of these Himalaya Route not only from air traffic and economical prospect but also from the prospect environmental benefit it can render. As such the Conference was requested to urge IATA and concerned with States to coordinate each other for the early promulgation of these routes.

### **3.13 DP/3/18 REGIONAL APPROACHES TO REGIONAL CHALLENGES IN ATM**

3.13.1 In view of the continued high traffic growth in the Asia/Pacific region and the danger of severe capacity constraints in the near future, CANSO's paper entitled "Regional Approaches to Regional Challenges in ATM" (DP/3/18) proposed the strengthening of regional cooperation among States to provide effective leadership to the challenges facing ATM through the creation of a DGCA high-level strategic group. Specifically, the paper proposed this group to address stronger cooperation on regional ATM regulation, airspace design and architecture. In addition, the paper proposes stronger cooperation and collaboration among ANSPs in the region to address system fragmentation, and to promote interoperability and harmonisation of systems and procedures. Civil/military compatibility and the establishment of joint coordination bodies for airspace management and air traffic control were also proposed in order to meet the safety, capacity, efficiency, and environmental compatibility requirements of future air traffic.

### **3.14 DP/3/19 CONSIDERATION OF CANSO WORKING PAPERS BY THE 36<sup>th</sup> SESSION OF THE ICAO ASSEMBLY**

3.14.1 This paper proposed some follow-up actions to the DGCA/44 Conference based on the ICAO Assembly/36 discussion of CANSO's working papers, all of which are available on the ICAO Assembly website. Specifically, the paper encouraged States to: observe the ICAO guidance material that supports the autonomy for the air navigation services provider and its separation from the regulatory oversight function; note Assembly Resolution 35-15, relating to CNS/ATM implementation, that "economic and institutional issues, ... , need to be addressed by States individually and/or collectively" in order to realise the ICAO Global ATM Operational Concept; and note that good air navigation services performance results from good governance and ultimately from good government policy-making.

### **3.15 DP/3/20 ATC ASSURANCE FOR 2008 BEIJING OLYMPICS**

3.15.1 China presented a discussion paper on the plans and measures of China on ATC assurance for 2008 Beijing Olympics. In recent years air traffic in China increased by about 14%

annually. In 2006, the domestic air traffic in China achieved 1.98 million flights. During the period of 2008 Beijing Olympics, air traffic will jump to a new record. According to the statistical data of recent Olympic Games, the growth rate was about 30% to 50%. It is estimated that the annual arrival/departure flights of Beijing Capital Airport in 2008 will exceed 0.48 million flights. At present, the third runway of Beijing Capital Airport is under construction with designed total capacity to handle 124 flights at peak hour and 0.5 million flights of assured annual capacity will be put into operation in 2007. CAAC has plan in place aiming to achieve safe, smooth, orderly, economical and environmental operation in its Olympics ATC assurance. Specific goals of Olympics ATC assurance include firstly improving the air traffic operation capacity of airspace and airports of game area by optimizing airspace structure and enhancing control operation capacity. Secondly, to construct and improve ATC infrastructure according to the airspace construction plan and air traffic service demand. Thirdly, to ensure safe and smooth air traffic by improving military and civil aviation operation mechanism. Fourthly, to coordinate and deal with various paroxysmal events related to air traffic management according to the overall arrangement. To achieve the above-mentioned goals, relevant departments of civil and military aviation have closely collaborated under the current coordination structure to develop the assurance measures in terms of working institution, airspace organization, response at different levels, operation management, etc. The plan for ATC assurance has been developed and will be implemented in four phases. Phase one is preparation phase focusing on demand analysis. Phase two is planning phase emphasizing ATC assurance plans and overall coordination. Phase three is rehearsal phase and adjustment will be made according to the outcome of rehearsal. Phase four is the implementation phase. The Conference was invited to note the estimated air traffic growth in China and neighboring FIRs during the period of Beijing Olympic Games and note the measures being taken by China on ATC assurance. Enhancement of coordination and cooperation is required with adjacent ATCs for providing jointly safe and smooth air traffic service. States were also requested to actively support China in implementing improvement measures in order to increase capacity of airspace to accommodate the air traffic increase during 2008 Beijing Olympics Games.

### **3.16 DISCUSSIONS ON THE PAPERS PRESENTED**

3.16.1 Most States and International Agencies while expressing full support, complemented Thailand, ANSPs, the related Task Force and ICAO, for its leadership role, on the successful implementation of the BOBCAT. The achievements of BOBCAT were elaborated and the benefits accrued by users and providers were duly acknowledged. Some States, however, felt that the window provided for the East – West traffic, especially in the Afghanistan corridor, should be widened to enhance the flow of air traffic. Some States also expressed reservations on applying similar AFTM systems in other parts of the Asia / Pacific Region, such as in the South China Sea, as steps taken by them to reduce the separation had already demonstrated a significant increase in capacity.

3.16.2 A few States expressed the need for further assistance in the area of aerodrome certification and requested ICAO to conduct workshops on SMS specific to aerodrome operations.

3.16.3 ICAO while acknowledging the support of States and ANSPs reiterated the need to commit resources only in areas which would provide maximum benefits. The focus should be on safety, security and economies of effort/resources. It was emphasized that only such tasking should be contemplated or agenda items introduced that would help consolidate the efforts and initiatives already in place. It was felt that the concept of a ‘Single Asian Sky’ in the APAC region, while it may appear attractive, was only theoretical as from the practical point of view it not possible under the prevailing environment. It was stressed that the limited resources and efforts be deployed in areas which assure benefits in near future. The Conference was also reminded that priority of ICAO’s work would be within the framework of its Business Plan.

### **3.17 SUMMATION BY THE MODERATOR**

3.17.1 The Moderator acknowledged with considerable appreciation the work and activities undertaken by APANPIRG and its contributory bodies which have enhanced the quality of Air Navigation in the Regions. The Moderator also emphasized the paramount importance of their contribution in modernizing and optimizing Air Navigation in a manner tailored to the Regions. In this context, the Moderator urged the Directors General to reiterate their understanding on the need for continued and full support for APANPIRG.

3.17.2 On the implementation of BOBCAT and good preparatory efforts for implementation of RVSM by China, the Moderator congratulated the respective Administrations and other stakeholders who had made significant contribution. The Moderator emphasized the fact that such implementation and preparation had been undertaken by each Administration in collaboration with the relevant stakeholders, including adjacent ANSPs. Such cooperation should be solicited in future as well with the support of ICAO. The Moderator stressed on the significance of continuing challenges including PBN, and the need to further improve the present situation. The Moderator suggested that the Conference should note the information provided on the recent progress on the SESAR programme in Europe, as such a mechanism when planned and implemented in the region, could be effectively utilized based on ICAO standards.

3.17.3 The Moderator further drew the attention of the Conference to information on meetings, symposium, seminars and other events which provided useful platforms for exchange of views and encouraged the people concerned to establish a common foundation for improved Air Navigation in the Regions.

3.17.4 In closing the Moderator stated that in order to avoid duplication he would not touch upon safety issues as safety and security were addressed under the theme topic.

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**AGENDA ITEM 4: CNS/ATM IMPLEMENTATION ACTIVITIES**

**Moderator: Mr. Norman LO**  
**Director-General of Civil Aviation**  
**Civil Aviation Department, Hong Kong SAR China**

**4.1** Seven (7) Discussion Papers and thirteen (13) Information Papers were received. Under the Order of Business, seven DPs were to be presented followed by a Presentation by Director, Technical Cooperation Bureau, ICAO on the Technical Co-operation Programme of ICAO. Before the commencement of the session, ICAO elected not to present DP/4/1 and Japan had requested to make some introductory remarks on IP/4/16 to bring to the attention of the delegates the publication of RNAV Roadmap 2007. The following six (6) Discussion Papers and an Information Paper from Japan were presented under this Agenda Item:

<b>REF.</b>	<b>TITLE</b>	<b>PRESENTED BY</b>
<b>AGENDA ITEM 4</b>	<b>CNS/ATM IMPLEMENTATION ACTIVITIES</b>	
DP/4/2	Regional Preparatory Activities for WRC 2007 and Outcome of APT APG/5 for WRC-2007	ICAO
DP/4/4	Continued Evolution of a Performance-Based Global ATM System	ICAO
DP/4/6	Update of CNS/ATM Development in Hong Kong, China	Hong Kong China
DP/4/8	Terminal Aeronautical Global Navigation Satellite System (GNSS) Geodetic Survey Program Collaboration in the Asia Pacific Region	United States of America
DP/4/9	Implementation of GNSS Legal Recording in France	France
DP/4/10	ADS-B Policy	IATA
IP/4/16	Implementation of RNAV in Japan	Japan

**4.2 DP/4/2 REGIONAL PREPARATORY ACTIVITIES FOR WRC 2007 AND OUTCOME OF APT APG/5 FOR WRC-2007**

**4.2.1** The ICAO Secretariat presented a discussion paper on the preparation for World Radiocommunication Conference (WRC-2007). The WRC-2007 is being held from 22 October to 16 November, 2007 in Geneva. The Conference was informed of regional preparatory activities and the outcome of the Fifth Meeting of APT Conference Preparatory Group for WRC-2007 on the matters of interest to civil aviation. The outcomes of the meeting are considered as the preliminary Asia and Pacific regional common proposals for WRC-2007 (PACP) which have to be sent to APT member administrations for endorsement. The final APT common proposals as endorsed by the States in the Asia Pacific Region will be presented to WRC-2007. Owing to the efforts made by civil aviation administrations and ICAO Secretariat, most of ICAO positions for WRC-2007 are supported or partially supported by PACP.

4.2.2 In accordance with APANPIRG Conclusion 17/30, the Second Regional Preparatory Group Meeting for WRC-2007 was held in Bangkok from 15 to 17 January 2007 to provide necessary support to aviation experts in finalizing preparation for WRC-2007. Response on the follow-up actions to the action item 43/7 of DGCA Conf/43 received from 10 States indicates that positive action had been taken by the Administrations. APANPIRG/18 held in early September 2007 reviewed and noted with appreciation the activities undertaken by the States and ICAO Secretariat to support ICAO Position for WRC-2007.

4.2.3 The Conference was further informed that the 36<sup>th</sup> Session of Assembly held in Montreal Canada in September 2007 recognized the importance of protecting aeronautical frequency spectrum for the performance based global ATM system and considered that availability of needed aeronautical frequency bands free of harmful interference is critical for the implementation of CNS/ATM infrastructure. Accordingly, a resolution on the aeronautical spectrum protection was adopted by the Assembly.

4.2.4 Development of activities of modern society in all aspects demands higher requirement of radio spectrum. The personal communication requirements have become much higher than ever before. Telecommunication technology has been developing rapidly to meet the required any to any connection at any time and any where. Protecting aeronautical systems and services which rely on the availability of allocated aeronautical bands is very challenging and has become more and more critical task for aviation sector. The next WRC after WRC-2007 is scheduled to be held sometime in 2011. The new cycle for the preparation work will start soon after the WRC-2007.

4.2.5 Recognizing the crucial importance of protecting the aeronautical frequency spectrum at ITU World Radiocommunication Conferences WRC-2007, the paper strongly urged Asia Pacific States to accord high priority to ensure support to the ICAO Position at WRC-2007 and at future WRCs.

### **4.3 DP/4/4 CONTINUED EVOLUTION OF A PERFORMANCE-BASED GLOBAL ATM SYSTEM**

4.3.1 The Conference was informed by the ICAO Secretariat of the development of Air Navigation Integrated Program (ANIP), the framework to facilitate the planning process for harmonized Air Navigation facilities and services. ANIP is expected to serve as an ICAO internal tool to ensure integration of Global Air Navigation Plan and the Regional Plans. *Manual on Air Traffic Management System Requirements* (Doc 9882) was developed and has been posted on ICAO-NET to help the States in determining the ATM requirements for supporting Global ATM System. To facilitate the implementation of Performance based Global ATM Systems, *Manual on Global Performance of the Air Navigation System* (Doc 9883) has been developed and is also posted on ICAO-NET. Objective of this document is to provide guidance to PIRGs in integrating a performance based approach into their work. In addition, a Worldwide Symposium on Performance of the Air Navigation System was organized in Montreal from 26 to 30 March 2007 to provide further guidance to the States on implementation of Performance based Global ATM Systems. Through these documents and symposium, ICAO has tried to ensure that the future global ATM systems are performance based and the performance objectives and targets for the future systems are developed in a timely manner. The Directors General and international organizations were encouraged to follow a common approach towards developing and implementing a Performance-based Global ATM System, utilizing the guidance provided in various ICAO guidance manuals.

**4.4 DP/4/6 UPDATE OF CNS/ATM DEVELOPMENT IN HONG KONG, CHINA**

4.4.1 In line with the ICAO Global and Regional Plans for Communications, Navigation, Surveillance/Air Traffic Management (CNS/ATM), Hong Kong, China commissioned studies, trials and evaluations of various system elements of CNS/ATM systems since 2000.

4.4.2 Development of CNS/ATM in Hong Kong, China has been progressing well and those matured system elements like D-ATIS/D-VOLMET, Pre-departure Clearance and Aeronautical Telecommunication Network have been put into operational use for the HKIA since 2001.

4.4.3 This paper presents an update on the latest CNS/ATM developments and achievements as well as the planned activities for the next few years. The major work planned include upgrade of Pre-departure Clearance delivery via 2-way data-link, further ATS Inter-facility Data Communication and ATS Message Handling System trials with adjacent ATC authorities, Advanced-Surface Movement Guidance and Control System for enhanced airport surface surveillance, Arrival Metering and Sequencing System for optimized arrival sequence of aircraft to the HKIA, implementation of Electronic Flight Progress Strip for aerodrome control tower operations etc.

4.4.4 With the implementation of the above CNS/ATM systems, flight safety and ATC operational efficiency for the HKIA will be further enhanced. The Conference is invited to note the CNS/ATM developments and achievements made by Hong Kong, China, and to share experience as well as to conduct joint CNS/ATM trials with Hong Kong, China.

**4.5 DP/4/8 TERMINAL AERONAUTICAL GLOBAL NAVIGATION SATELLITE SYSTEM (GNSS) GEODETIC SURVEY PROGRAM COLLABORATION IN THE ASIA PACIFIC REGION**

4.5.1 This paper by the United States of America presents a plan for a cooperative program to develop safer airspace throughout the world using Global Navigation Satellite Systems (GNSS) for terminal approaches. This program produces the most accurate WGS 84 coordinate and Orthometric elevation data on airfields to include airfield features, NAVAIDS, and vertical obstructions. The coordinates and elevations will meet all requirements of the International Civil Aviation Organization (ICAO). The highly accurate data derived from these surveys can be used in Geospatial Information Systems of the host country and will improve the quality and accuracy of the data significantly to the highest quality. The survey data acquired will set the basic foundation for future safety requirements that are sustainable for many years.

4.5.2 ICAO recognizes the need for a single worldwide geodetic reference frame for all air travel to provide a long lasting safety environment for all aircraft. The partnership in this cooperative program includes the Federal Aviation Administration (FAA), National Geospatial-Intelligence Agency (NGA), ICAO, other international aviation organizations and civil aviation agencies from numerous member states. Endorsement of this program by host States is essential to support and endorse ICAO and FAA efforts that further enhances worldwide aviation safety.

**4.6 DP/4/9 IMPLEMENTATION OF GNSS LEGAL RECORDING IN FRANCE**

4.6.1 Since a few years, significant activities have been conducted by the French ANSP (DSNA) to implement the ICAO Annex 10 recommendation on GNSS signals recording. These

activities also have to be consistent with a specific French Order on legal recording of CNS signals.

4.6.2 This has led in particular to look for partnership with existing GPS recording entities (IGN) and to design specific recording tool (AREOPAGE) to be implemented where no other GPS recording infrastructure or too limited infrastructure existed.

4.6.3 These activities have also concluded that it was necessary to design a GPS data replay tool sufficiently mature to replay data accurately and efficiently when needed.

4.6.4 Most of the work has been completed at this stage for GPS signals legal recording and the next step will be to progress on EGNOS signals legal recording issues – but in this case, this is expected to be conducted on the basis of the signals recorded by the system itself and stored in the EGNOS PACF (Performance Assessment and Check-Out Facility). The PEGASUS tool designed by Eurocontrol is expected to support the replay function of EGNOS recorded data.

4.6.5 No decision has been taken at this stage toward GBAS Cat I operational implementation, but if this was the case, the legal recording and replay function of GBAS signals would have to be designed to complete the existing station

#### **4.7 DP/4/10 ADS-B POLICY**

4.7.1 Paper DP/4/10 was presented by IATA. It was stated that various technologies are available within the aviation industry to provide surveillance for ATS. IATA informed the conference that Automatic Dependent Surveillance Broadcast (ADS-B) OUT, based on Mode-S Extended Squitter (1090ES), is the preferred surveillance technology to replace radar for the air transport industry. The IATA policy paper on ADS-B OUT was presented to the conference.

4.7.2 In terms of capital investment, the cost of installing an ADS-B ground station can be up to 80% cheaper than an SSR radar facility, while providing similar coverage. ADS-B can provide surveillance where there was none before or to supplement or enhance radar surveillance. Airspace capacity can be vastly improved through the introduction of harmonized and reduced separation minima based on ADS-B surveillance.

#### **4.8 IP/4/16 IMPLEMENTATION OF RNAV IN JAPAN**

4.8.1 The Conference noted that Japan had updated its RNAV Roadmap which details implementation plans for RNAV for enroute, terminal and approach for Japan. Japan successfully implemented new RNAV1 Standard Instrument Departures (SIDs) and Standard Terminal Arrival Routes (STARs) at 7 selected airports on 27 September 2007, and will continue its applications to the majority of airports until 2012. As a result, RNAV operations will be available at major city pairs in Japan by 2010, and available at most other airports by 2012. RNAV routes currently being promulgated in the Japan AIP will require RNAV5 operational approvals from early 2008. Track-to-track spacing of current RNAV routes will be reduced with RNAV5, and airspace capacity will be expanded producing a more efficient operation. In addition, the meeting was informed that Japan planned an evolutionary implementation of RNAV (GNSS) approaches with Baro-VNAV, and implementation of RNP AR approaches at airports where beneficial. This updated RNAV Roadmap for Japan is available on the JCAB website <[http://www.mlit.go.jp/koku/english/06\\_airtraffic/index.html](http://www.mlit.go.jp/koku/english/06_airtraffic/index.html)>.

4.8.2 The Conference encouraged States to pursue the harmonized implementation of PBN as early as possible by working in a collaborative manner.

#### **4.9                   SUMMATION BY THE MODERATOR**

4.9.1               Agenda Item 4 covered a wide range of topics under CNS/ATM coverings. The Global Air Navigation Plan (GANP) was reviewed and some CNS/ATM initiatives by States and Administrations were discussed. With the continued development and evolution of GANP, ICAO had developed the planning framework “Air Navigation Integrated Programme (ANIP)” to facilitate the planning and implementation of GANP by States. ICAO also highlighted the publication of other related documents such as Doc. 9854, Doc. 9882, Doc. 9883 in relation to the Global ATM operational concept; system requirements and the need to take a performance-based approach for transition and implementation. ICAO had also emphasized the need for States and Administrations to follow the Global Air Navigation Plan Doc. 9750 closely and not to read the related documents in isolation in order to have a full understanding of the roadmap ahead.

4.9.2               IATA presented DP/4/10 on their views to support for a regional implementation of ADS-B OUT service. It was noted that their support for ADS-B OUT service was in line with the conclusions drawn at the APANPIRG/18 meeting.

4.9.3               In DP/4/2, ICAO acknowledged the support and efforts of States and Administrations for maintaining ICAO’s position in respect of the need to protect aeronautical frequency spectrum. As WRC would consider this subject on a long term basis, ICAO proposed to include this subject as an on-going Action Item on the DGCA Conference.

4.9.4               The Moderator concluded the session by stating that States and Administrations should aim at a performance-based, structured and regional approach for the transition and implementation of the Global Air Navigation Plan.

#### **4.10                  PRESENTATION BY DIRECTOR TCB ICAO – TECHNICAL COOPERATION PROGRAMME**

4.10.1             A presentation on DP/8/1 was provided in this Agenda Item by ICAO. The presentation gave an overview of technical cooperation provided by the Technical Co-operation Bureau of ICAO. It offered information on services available to Contracting States world wide and provided examples of such services, in particular regarding assistance with airport modernization and equipment procurement. Also pointed out was assistance being implemented with States regarding human resource development, including fellowship training. The presentation was comprehensive and visibly attractive in outlining the broad scope of ICAO’s involvement in technical cooperation activities.

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**AGENDA ITEM 5: AVIATION SAFETY**

**Moderator: Captain Merlin Preuss  
Director General of Civil Aviation  
Transport Canada**

**5.1** Seventeen (17) Discussion Papers and sixteen (16) Information Papers were received under this Agenda Item. The following fourteen (14) Discussion Papers and one (1) Information Paper were presented:

<b>REF.</b>	<b>TITLE</b>	<b>PRESENTED BY</b>
<b>AGENDA ITEM 5</b>	<b>AVIATION SAFETY</b>	
DP/5/1	Implementation of Language Proficiency Requirements	ICAO
DP/5/2	Keeping Families Informed on the Progress of a Safety Investigation	France
DP/5/3	Progress Report on Regional Cooperation on Accident Investigation	ICAO
DP/5/4	Provision of Airspace Safety Monitoring Services in Asia and Pacific	ICAO
DP/5/5	Progress Report on the Implementation of the ICAO Universal Safety Oversight Audit Programme (USOAP) Under the Comprehensive Systems Approach	ICAO
DP/5/6	Search and Rescue Matters	ICAO
DP/5/10	Sharing of Safety Oversight Information on Maintenance Organisations	Hong Kong China
DP/5/11	Implementation of English Language Proficiency Assessment in New Zealand	New Zealand
DP/5/17	Challenges in Enhancing Surveillance of Foreign Aircraft Operations - The Experience of Hong Kong, China	Hong Kong China
DP/5/19	Implementing ICAO English Language Proficiency Requirement Standards in Malaysia	Malaysia
DP/5/20	Regional Use of the Global Aviation Safety Roadmap	Australia, Indonesia, Papua New Guinea and Timor-Leste

<b>REF.</b>	<b>TITLE</b>	<b>PRESENTED BY</b>
DP/5/23	Drug and Alcohol Testing Programme for the Australian Aviation Industry	Australia
DP/5/26	Implementation of ICAO Language Proficiency Requirements on Pilots and Air Traffic Controllers in China	People's Republic of China
DP/5/27	Recommendations on Improving Annex 14 of Chicago Convention	People's Republic of China
IP/5/29	Aviation English Language Proficiency Interviewer/Rater	Thailand

**5.2 DP/5/1 IMPLEMENTATION OF LANGUAGE PROFICIENCY REQUIREMENTS**

5.2.1 Discussion Paper DGCA-44/DP/5/1 was introduced by the ICAO Secretariat. It provided an update on the outcomes of the 36th Session of the Assembly concerning the implementation of the language proficiency requirements. The paper described the Resolution which the Assembly adopted on Proficiency in the English language used for radiotelephony communications and Guidelines for the Development of a Language Proficiency Implementation Plan. The paper described the activities to be undertaken by the Secretariat to support the development of implementation plans for language provisions.

5.2.2 The conference noted the information contained in this paper and reiterated its commitment to implement the language provisions with a high level of priority. The conference agreed to allow access to their airspace without formality to pilots from States that have posted an implementation plan and who have not yet achieved ICAO Operational Level 4. To this end, participants agreed to develop and post implementation plans for language proficiency requirements on the ICAO website as soon as practicable but prior to 5 March 2008 based on guidance to be provided by the Organization through a State Letter in the next weeks. Finally, the conference noted that a workshop on the Development of Implementation Plans for Language Proficiency Requirements is planned in Bangkok during the week of 28 January 2008.

**5.3 DP/5/2 KEEPING FAMILIES INFORMED ON THE PROGRESS OF A SAFETY INVESTIGATION**

5.3.1 Even if it remains a rare event in terms of world statistics, an aviation accident always causes high emotions and disarray and the breaking news flashes around the world.

5.3.2 France stated that a variety of disasters and the reactions that they have engendered have shown the importance of providing correct and timely information to the victims' families, not only in the immediate aftermath of the accident but also throughout the investigation. Families have great expectations in this area. Without regular information and empathy, they feel a deepening mood of pessimism.

5.3.3 To paraphrase the American Founding Fathers, we hold this truth to be self-evident, that all men are endowed with certain inalienable Rights and among these is the pursuit of Information. Related to that, many different agencies have a part to play, and it is the duty of an investigative body to keep families informed on the progress of a safety investigation.

5.3.4 This can only be done if close cooperation is established between the authorities involved in the various countries. A constant dialogue is indispensable.

5.3.5 In this paper, the BEA (French Investigation Body) presents its family assistance program after the Sharm el-Sheikh accident that occurred in Egypt (2003), which caused the death of 134 French passengers and which led to a high level of political and media reaction in France.

5.3.6 The program was set up with the hope that the information provided to the families of the victims would contribute to their healing process.

5.3.7 ICAO Secretariat informed that other States are following suit with some actions of the French BEA on such assistance. The Paper also brought out the importance of Annex 13 provision, as the State of occurrence being the authority in charge of the investigation. ICAO Secretariat also drew the attention of the Conference to ICAO circular 285 as forming relevant guidance material on the subject matter.

#### **5.4 DP/5/3 PROGRESS REPORT ON REGIONAL COOPERATION ON ACCIDENT INVESTIGATION**

5.4.1 In this paper presented by ICAO, the Conference was informed about the outcomes of Action Item 42/7 arising from its 42nd Conference in 2005 when it strongly urged States to continue to provide support to the ICAO Asia/Pacific Regional Office in facilitating Accident Investigation Workshops on a yearly basis. ICAO reported that the second, in a series of workshops for accident investigators for the Asia and Pacific regions was hosted by the Civil Aviation Department, Hong Kong, China. The Conference was informed that 54 participants from 12 States/Administrations attended the workshop. The Conference was advised that Singapore undertook to host the next workshop in September 2008 and the Conference was urged to encourage greater participation in this activity.

5.4.2 Action Item 42/7 also urged States to support the development of a database of accident investigation resources within the Asia/Pacific Region by providing a list of accident investigation resources within their respective States that can be shared with other States. ICAO reported that little progress had been made on the data base of Regional Capabilities. In order that a true picture of the resources available in the Asia Pacific Region is gained and maintained it will be necessary to re-circulate the resources questionnaire and the Conference was urged to request that the States/Administrations complete and return the survey instrument.

5.4.3 The Conference was informed that the ECCAIRS Reporting System was not adequately publicized. Most delegates at the workshop were not aware of the software and did not have much experience to share. The workshop requested ICAO to provide a training course on the use of software for the States/ Administrations in the region. It was noted in the paper that it will be sometime for the States/Administrations in the region to build up sufficient cases and practices on the use of the software before States are able to provide meaningful and constructive comments.

5.4.4 The Conference was further informed that the Annual Seminar of the International Society of Air Safety Investigators was held in Singapore in January 2007 and a significant number of States/Administrations in the Region participated. It was stressed that such seminars and conferences held in the APAC region encouraged greater participation due to low travel costs.

5.4.5 The paper suggested that some thought be given by States and ICAO on whether a regional discussion and coordination may be useful to assist Asia Pacific input into the 2008 AIG Meeting.

5.4.6 The paper urged participation by a greater number of States both in the provision of resource information and in the workshops themselves.

**5.5 DP/5/4 PROVISION OF AIRSPACE SAFETY MONITORING SERVICES IN ASIA AND PACIFIC**

5.5.1 ICAO Secretariat informed the Conference on the monitoring requirements for the continued operation of aircraft with reduced separations. The present airspace monitoring activities were extensive and would continue to grow as more States provided data link capability and implemented reduced vertical and horizontal separation minima. In order to assist in addressing the requirements, the regional Airspace Safety Monitoring Advisory Group of APANPIRG (RASMAG) maintained a list of competent airspace safety monitoring organizations for use by States requiring airspace safety monitoring services including information of focal contact Officer. The ICAO Secretariat expressed gratitude to the States and aircraft manufacturer for providing the monitoring service and designation of the contact Officers. The ICAO Secretariat also informed the Conference that assurance had been given at APANPIRG/18 meeting that no additional cost would be incurred in the provision of such service.

**5.5.2 DP/5/5 PROGRESS REPORT ON THE IMPLEMENTATION OF THE ICAO UNIVERSAL SAFETY OVERSIGHT AUDIT PROGRAMME (USOAP) UNDER THE COMPREHENSIVE SYSTEMS APPROACH**

5.5.3 This paper, presented by the ICAO Secretariat, summarized the progress made in the implementation of USOAP since the adoption of the comprehensive systems approach on 1 January 2005. As of 31 July 2007, sixty-one audits had been conducted. Pursuant to Assembly Resolution A35-6, safety oversight audit reports had been restructured to reflect the critical elements of a safety oversight system as presented in ICAO Doc 9734, *Safety Oversight Manual, Part A — The Establishment and Management of a State's Safety Oversight System*.

5.5.4 The audits have been instrumental to establish the degree of implementation of the eight critical elements of a safety oversight system, to determine the status of States' compliance with ICAO Standards and Recommended Practices (SARPs) and to identify areas of concern. It was asserted that the Audit results have still revealed audit findings in the areas of personnel licensing, aircraft operations and airworthiness of aircraft; however, the majority of audit findings under the current cycle related to the new audit areas, i.e. aerodrome, air navigation services and aircraft accident and incident investigation.

5.5.5 The paper also described the several tools that were used in the preparation, conduct and reporting of safety oversight audits; and explained that the transition to the comprehensive systems approach required the training of a large number of auditors on the new audit methodology and procedures, while taking into account all the areas covered by the scope of the audits. In addition, prior to launching of safety oversight audits under the comprehensive systems approach, seven seminars (one in each ICAO Regional Office) were conducted to familiarize National Safety Oversight Coordinators with the comprehensive systems approach, the methodology and the tools used for the conduct of the audits.

5.5.6 The paper stated that Audit results on the first fifty-eight audits conducted under the comprehensive systems approach had been analyzed to establish the degree of implementation of the eight critical elements (CE) of a safety oversight system (Doc 9734, Part A refers), to determine the status of State's compliance with ICAO SARPs and to identify areas of concern. The analysis showed that the global degree of implementation of the eight critical elements was 60.5 per cent. One of the critical elements was below the 50.0 per cent mark, namely CE 5 *Technical*

*guidance tools and provisions of safety-critical information.* A separate document, providing detailed information and analysis of the audit results was distributed during the 36th Assembly Session.

5.5.7 The Secretariat also highlighted the establishment of a high-level Secretariat Audit Results Review Board (ARRB) as part of an overall coordinated strategy for working with States that were found to have significant compliance shortcomings with respect to ICAO Standards and Recommended Practices (SARPs) or did not participate fully in ICAO's safety oversight and security audit processes. The ARRB met regularly to examine both the safety and security histories of specific States and provided an internal advisory forum for coordination among ICAO's safety, security and assistance programmes.

5.5.8 The level of compliance in the Asia and Pacific region was discussed in detail. It was pointed out that most States in the Asia and Pacific region had not utilized the audit tools sufficiently to their advantage. Of the 37 States/Administrations in the Asia and Pacific region, 12 States were yet to submit the States Aviation Activity Questionnaire (SAAQ), while 14 had not submitted the Compliance Checklists (CCs). Another 6 States had submitted the CCs only partially. Of the States that had submitted the CCs, 7 had been requested to re-submit the information.

5.5.9 On the issue of providing consent for release of audit information, the Conference was informed that only 9 States in the APAC region had provided ICAO with their consent for release of information on their audit (audit results chart only) and of these, only 3 had agreed to release their full audit report.

5.5.10 A comparison of the Regional audit results, depicting the lack of effective implementation of the critical elements at the regional level was drawn. The APAC region was fairly conspicuous by the high percentage of the lack of effective implementation in all the eight critical elements that constituted a safety oversight system. Six of the critical elements were well above the 30 % line and of these two crossed the 40 % level of lack of effective implementation. Technical personnel qualification and training; Technical guidance, tools and provision of safety-critical information; State civil aviation system and safety oversight function; Resolution of safety concerns; and Surveillance obligations rated fairly high on the lack of effective implementation scale in the APAC region. A correlation was also drawn between the lack of effective implementation and accident rates.

5.5.11 The paper urged the States in the Asia and Pacific region to take advantage of the data that had been analyzed and endeavour to develop a focussed approach to address the safety issues both at the State and Regional level. It was also stressed that there was a need to demonstrate the political will necessary for taking remedial actions to address deficiencies, including those identified by the USOAP audits. It was further suggested that States should make concerted efforts to develop sustainable safety solutions to fully exercise their safety oversight responsibilities. This could be achieved by sharing resources, utilizing internal and /or external resources, such as regional and sub-regional safety oversight organizations and the expertise of other States.

## **5.6 DP/5/6 SEARCH AND RESCUE MATTERS**

5.6.1 The ICAO Secretariat provided an updated APANPIRG list of SAR Agreements and the SAR Capability Matrix Table. The ICAO Secretariat in conjunction with the United States will coordinate a review of the format of the Asia/Pacific SAR Capability Matrix by the ICAO-IMO Joint Working Group on SAR, with particular guidance sought in relation to COSPAS SARSAT capabilities including Local User Terminal and SAR Point of Contact.

5.6.2 The Conference was reminded that all States in the region should consider how to improve their SAR capability as well as how to assist States that have difficulty in providing SAR services. To this end the conference was advised about a SAR Workshop for Pacific Island States to be held from 26 – 30 November, 2007 in Honolulu, Hawaii. The intention was to make such a SAR Workshop a regular event to be held a two yearly intervals and support from affected States would greatly assist in achieving this aim.

5.6.3 In addition, the Conference was informed about the COSPAS – SARSAT decision to phase out the satellite alerting services on 121.5 and 243 MHz from 1 February 2009. After February 2009, satellite alerting service will be available only to 406 MHz Emergency Locator Transmitter (ELT) equipped aircraft. States would need to educate airspace users on the transition to 406 MHz ELT. In addition, States should designate by March 2008 a registering agency for registering ELT Beacons, coded with the country code of the State and unique code of that beacon in a database as specified in paragraph 5.3.2.2 of Annex 10 Volume III and the guidance provided in Appendix I to Chapter 5 ‘Emergency Locator Transmitter Coding’ of the Annex.

5.6.4 The Conference was informed about action to be taken to enhance coordination on common SAR matters between APANPIRG, the Asia-Pacific Heads of Maritime Safety Agencies (APHMSA) and the ICAO-IMO Joint Working Group on SAR.

## **5.7 DP/5/10 SHARING OF SAFETY OVERSIGHT INFORMATION ON MAINTENANCE ORGANISATIONS**

5.7.1 In this paper CAD Hong Kong, China highlighted that The ICAO Director General of Civil Aviation Conference on a Global Strategy for Aviation Safety held in March 2006 encouraged the transparency and sharing of safety information as a means of promoting operational safety. Under this guiding principle, this paper proposes further sharing of safety oversight information on maintenance organisations with a view to advancing the cooperation among states thus ultimately reducing duplication of audit work by individual regulatory authority, maximising the utilisation of resources of both the regulators and the industry, and improving the quality of aircraft maintenance through the use of common airworthiness standards.

5.7.2 The implementation of the proposal starts with inviting the host authority to participate as an observer during the inspections and audits of overseas maintenance organisations by the partner authority in order to develop better understanding and appreciation of the regulations, requirement standards, inspection practices. In addition, the host authority should also provide and share the available safety oversight information on the maintenance organisation with the visiting authority. In light of experience, the authorities may further establish an arrangement of delegation of the oversight of maintenance organisations to each partner authority. CAD Hong Kong It is believed that such sharing of safety oversight information on maintenance organisations between regulatory authorities can be a first step towards closer cooperation and better harmonisation of standards amongst all civil aviation regulatory authorities in the Asia and Pacific region.

## **5.8 DP/5/11 IMPLEMENTATION OF ENGLISH LANGUAGE PROFICIENCY ASSESSMENT IN NEW ZEALAND**

5.8.1 This paper was presented by CAA NZ. Under the current New Zealand (NZ) system, aviation English proficiency is assessed by flight tests and flight radio telephony operator examinations conducted in English. From 5 March 2008, all applicants for a NZ pilot, air traffic controller, or flight service operator licence will also require an English language proficiency credit in accordance with ICAO SARPs (standard 1.2.9 of Annex 1). Holders of NZ licenses issued before 5 March 2008 have already demonstrated sufficient English language proficiency and will

not be required to undertake further assessments. However an endorsement will only be added to the licence of a pilot who has successfully completed an assessment against ICAO proficiency levels. NZ pilots who operate outside the NZ Flight Information Region are recommended to undertake the assessment against ICAO proficiency levels.

5.8.2 Aviation Services Limited (ASL), under delegation from the Director, will provide English language proficiency assessments to ICAO standards for a fee. Air traffic service organisations may also provide proficiency testing to air traffic controllers and flight service operators under the Director's delegation. There will be two assessments available. Applicants who are proficient in English are advised to sit the Level 6 Proficiency Demonstration. This is a 10 minute supervised test conducted over the telephone for pronunciation, structure, vocabulary, and fluency. The only outcomes of the Level 6 Proficiency Demonstration are Level 6 (expert) or "Not Determined".

5.8.3 A "Not Determined" result on the Level 6 Proficiency Demonstration will require the candidate to undergo a Formal Language Evaluation. Applicants who are not proficient in English may bypass the Proficiency Demonstration and sit the Formal Language Evaluation. The Formal Language Evaluation takes approximately 30 minutes, and consists of a semi-automated assessment delivered by telephone to evaluate pronunciation, structure, vocabulary, fluency, and comprehension, followed by a brief telephone interview, specifically to evaluate comprehension and interactions.

**5.9 DP/5/17 CHALLENGES IN ENHANCING SURVEILLANCE OF  
FOREIGN AIRCRAFT OPERATIONS - THE  
EXPERIENCE OF HONG KONG, CHINA**

5.9.1 CAD Hong Kong China informed that in the ICAO Directors General of Civil Aviation Conference on a Global Strategy for Aviation Safety held in March 2006, it was agreed that it was incumbent upon a State to ensure safety in the airspace within its territory, including the operation of aircraft of foreign operators. This paper provided member States with information on Hong Kong, China's experience and current practices in the surveillance of foreign aircraft operations, and put forward for discussion the challenges and complexities that may arise when States are required to step up surveillance of foreign aircraft operations.

5.9.2 Amongst other things, the Conference recommended that "States should verify that the requirements under which other States issue or render valid certificates and licences are at least equal to applicable Standards before recognizing the documents as valid." To this end, with a view to maximizing operational and administrative efficiency and effectiveness, it was proposed that ICAO and States should work together and put in place a system for recognition and enhanced surveillance of foreign aircraft operations based on a balanced, coordinated and harmonized approach. Assistance from ICAO was sought to develop specific provisions and guidance material in this regard. States were also encouraged to comply as far as practicable with ICAO Standards and Recommended Practices and support the development of a world centralized information exchange mechanism to enhance transparency and facilitate the sharing of information.

5.9.3 It is believed that despite the challenges and complexities involved, enhanced surveillance of foreign aircraft operations, and thus global aviation safety, is achievable. With increasing globalization of civil aviation, enhanced cooperation and coordination amongst the international civil aviation industry became the key to building a safer global air transport system.

**5.10 DP/5/19 IMPLEMENTING ICAO ENGLISH LANGUAGE PROFICIENCY REQUIREMENT STANDARDS IN MALAYSIA**

5.10.1 Malaysia presented paper DP/5/19. Recognising the role that inadequate English Language proficiency has played as contributing factors in aviation incidents/accidents, a national level Aviation English Steering Committee consisting of representatives from the various aviation stakeholders was established in September 2006 to closely monitor and coordinate the progress and address language training and testing issues of concern within Malaysia.

5.10.2 The Department of Civil Aviation Malaysia (DCAM), through the National Aviation English Steering Committee has given approval for the DCA College to conduct the testing of all air traffic controllers, both civil and military. At the same time, DCAM has also given approval for Jeppesen Academy to establish a local testing centre for Malaysia Airline and Air Asia pilots.

5.10.3 To demonstrate objectively that the air traffic controllers meet the ICAO language proficiency requirements, DCAM has put in place a formal procedure of assessment of language proficiency drawn from ICAO Doc 9835.

5.10.4 The testing of air traffic controllers and pilots is expected to be completed ahead of the March 2008 deadline.

**5.11 DP/5/20 REGIONAL USE OF THE GLOBAL AVIATION ROADMAP**

5.11.1 This paper presented by Australia on behalf of Indonesia, Papua New Guinea and Timor-Leste explained that the Global Aviation Safety Roadmap has provided a sound strategic action plan to enhance safety at a regional level. In order to adopt the recommended Best Practices, DGCA Indonesia, CAA PNG, CAD Timor-Leste and Airservices Australia have been proactively engaged in sub-regional initiatives to conduct a gap analysis and increase the existing levels of cooperation and information sharing. The establishment of the Apoda ATS Co-Ordination and Safety Group will further this process by expansion of regional stakeholders and the completion of the ICAO Roadmap gap analysis.

5.11.2 The key lessons learnt from pilot gap analysis are:

- a) the GASR is a useful document to use in cross regional discussions to highlight good practices that should be adopted;
- b) that the journey to achieving international best practice may be incremental, but each step is a worthwhile improvement. The workshop recognized that, in some cases, the ideal “best practice” may never be possible;
- c) that better safety levels could be achieved through the sharing of good, accurate information in a transparent and supportive environment;
- d) that sophisticated models like the GASR requires time to understand, but the results are beneficial;
- e) the GASR is flexible in its application. The GASR can be used by a State, region, sub-region and part segment of the industry. The maximum benefit would be derived if a whole of industry approach is taken.

**5.12 DP/5/23 DRUG AND ALCOHOL TESTING PROGRAM FOR THE AUSTRALIAN INDUSTRY**

5.12.1 The paper on Drug and Alcohol Testing Program was presented by Australia. It asserted that the use of drugs and alcohol can compromise the ability of aviation personnel to safely undertake their tasks, with clear negative implications for other aviation personnel and passengers. Following a fatal air crash in September 2002, the Australian Transport Safety Bureau (ATSB) publicly released an aviation transport safety investigation report which found, amongst other things, that the possible adverse effects on pilot performance of fatigue, recent cannabis use and post-alcohol impairment could not be discounted.

5.12.2 A number of recommendations were made including that the safety benefits relating to the introduction of a drug and alcohol testing programme within the Australian aviation industry for safety sensitive personnel be established.

5.12.3 A review was subsequently undertaken by Australia's Department of Transport and Regional Services (DOTARS) and Civil Aviation Safety Authority (CASA), and a report produced titled "Safety Benefits of Introducing Drug and Alcohol Testing for Safety-Sensitive Personnel in the Aviation Industry". Australia's Minister for Transport and Regional Services agreed that all recommendations in the report should be implemented in the interests of the safety of air navigation. To that end, a joint Government and Industry project team was established in June 2007 to consider how best to implement the recommendations of the government decision.

5.12.4 Australia now proposes to establish legislation that enables CASA to require certain aviation industry participants to have in place a drug and alcohol management plan. Proposed regulations will also allow for random testing of personnel undertaking safety sensitive aviation activities for alcohol and specified drugs.

5.12.5 The Conference was invited to note the development in Australia of provisions for drug and alcohol testing and to consider the safety benefits to be gained by implementing similar drug and alcohol testing regimes across the region.

**5.13 DP/5/26 IMPLEMENTATION OF ICAO LANGUAGE PROFICIENCY REQUIREMENTS ON PILOTS AND AIR TRAFFIC CONTROLLERS IN CHINA**

5.13.1 China presented a discussion paper that provides a brief overview on actions taken by CAAC and airlines to meet the ICAO requirements of language proficiency. In accordance with relevant ICAO provisions, all pilots and air traffic controllers involved in international operations shall demonstrate the ability to speak and understand the language used for radiotelephony communication to the level specified in the language proficiency requirements from 5th March, 2008. It is estimated that the pilots in China that required passing ICAO Level 4 requirements by March, 2008 are no less than 8500 and air traffic controllers are no less than 2000. As non-English speaking country, the workload for the regulator and the industry is considerably tremendous. CAAC has issued No. 173 Order to revise CCAR-61 (2nd revision) and CCAR-121(2nd revision) on English Language Proficiency Requirements for flight crew. CAAC, on 21st June, 2006, issued CCAR-66TM (Rules on Civil Aviation ATC Controller License Management), in which the English Language Requirements set for controllers are addressed. Many training and testing programme have been in place. 2529 pilots participated tests at end of last week among which 2039 pilot achieved level 4 or higher. The Conference was requested to note the measures taken by China to implement ICAO Language Requirements. ICAO was requested to strengthen its role in assisting the developing countries in meeting the Language Requirements.

**5.14 DP/5/27 RECOMMENDATIONS ON IMPROVING ANNEX 14 OF CHICAGO CONVENTION**

5.14.1 China presented a discussion paper on the existing problems identified in Annex 14 to the Chicago Convention, especially the difference between the scope of SMS and the scope of technical standards and application requirements in Annex 14. Issues need to be further addressed or specified are identified in the papers. The paper also suggests some amendments that need to be addressed.

**5.15 DISCUSSION ON PAPERS PRESENTED**

5.15.1 **DP/5/1 - Implementation of Language Proficiency Requirements.** One State requested ICAO to identify areas where spoken English language needed improvement and make available this information to States. ICAO clarified that it was not possible to undertake such an exercise as all Contracting States were required to meet the requirements of the SARPs by the applicable date; and States that are not in a position to comply with the language proficiency requirement by the applicability date to post their language proficiency implementation plans including their interim measures to mitigate risks, as required for pilots, air traffic controllers, and aeronautical station operators involved in international operations on the ICAO website as outlined in accordance with the Associated Practices and ICAO Guidance material. States expressed support to the recommendations made in the ICAO DP 5/1. However, it was felt that information on non-compliance by States should be posted on the website site at least a few weeks before the applicable date.

5.15.2 **DP/5/2 - Keeping Families Informed on the Progress of a Safety Investigation.** The sponsor of the paper was complemented for flagging such an important issue. Some States recommended that ICAO at its next AIG 2008 Meeting should review the existing practice of keeping the affected families of victims of an aircraft accident adequately informed and formalize the process through an appropriate recommendation in the Annex to the Convention.

5.15.3 **DP/5/3 - Progress Report on Regional Cooperation in accident Investigation.** The need for greater cooperation amongst States to share resources on Accident Investigation capabilities was duly recognized and States were encouraged to provide information on accident investigation for the database, as well as update information on the database for Regional capabilities.

5.15.4 **DP/5/4 - Provision of Airspace Safety Monitoring Services in APAC.** Some States acknowledged the tremendous effort put in by RASMAG in facilitating the implementation of airspace safety monitoring and performance assessment; and encouraged others to provide continued support to RASMAG.

5.15.5 **DP/5/5 - ICAO Progress on IUSOAP under CSA.** States expressed support for the recommendations made in ICAO DP 5/5 and resolved to put in concerted efforts to address the Critical Elements of the State Safety Oversight System. A few more States confirmed having authorized ICAO to release information on their Safety Oversight Audit conducted under the CSA.

5.15.6 **DP/5/6 - Search and Rescue Matters.** During Discussion on Search and Rescue matters, ICAO reiterated that States designate by March, 2008 a registering agency for registering ELT Beacons, coded with the country code of the State and unique code of that beacon in a database as specified in paragraph 5.3.2.2 of Annex 10 Volume III.

5.15.7            **DP/5/23 - Drug and Alcohol Testing Programme for the Australian Aviation Industry.** The paper on Alcohol and Drug Testing was appreciated by most States. Some States expressed interest in sharing the methodology and process developed by Australia.

5.15.8            **DP/5/27 - Recommendations on Improving Annex 14 of Chicago Convention.** While discussing the recommendations put forward by China on improving/amending Annex 14, ICAO highlighted that States could follow the procedure established by ICAO for the purpose. It was suggested that China could bring the proposal to the attention of the Air Navigation Commission through its Commission Member. The process of instituting amendments to the SARPs was lengthy. However, the Conference was assured that China's recommendations would be taken up for due review under the established procedure.

## **5.16                SUMMATION BY THE MODERATOR**

In summarizing the session under Agenda Item 5 (Safety), the Moderator highlighted the following:

5.16.1            **Language Proficiency.** States were encouraged to prepare implementation plans and implement them in a timely manner. The Conference had been presented with ideas on how to implement these requirements in the papers presented. States were also encouraged to share plans and experiences so that all may meet the requirements on time.

5.16.2            **Surveillance and Oversight.** States were encouraged to note the process of USOAP and to sustain their oversight capabilities – most important was the promotion of transparency in all its work – this began with ensuring the early release to the public of their USOAP audit reports. Transparency and the sharing of oversight reports lead to further promotion of aviation safety. Whether it was States' reports of surveillance of operators or maintenance facilities, States must strive to share the information since it may lead to a reduction in duplication of efforts. DP/5/17, DP/5/10, DP/5/4, DP/5/20 all supported this approach.

5.16.3            Transparency, the sharing of inspection report should then facilitate mutual recognition of safety oversight activity. The benefits of this approach are a reduction in duplication and redundancy leading to more effective and efficient oversight activity in the region.

5.16.4            Regarding those papers not grouped under a specific category, the Moderator highlighted the general acceptance of the Australian approach to drug testing and the offer to share information. The Moderator also encouraged States to note that the issue of keeping families informed after an accident was of interest to the Conference and that there was a suggestion to formalize the requirements to inform. The Conference also took note of the pending shutdown of the 121.5 alerting service and the requirement to respond appropriately. Regarding improving Annex 14, the Moderator requested ICAO to take note of this request and requested China, the presenter, to bring this forward to the Air Navigation Commission.

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**AGENDA ITEM 6: AVIATION SECURITY**

**Moderator: Mr. Edmund Hawley**  
**Administrator of the U.S. Transportation Security Administration**  
**(TSA), the United States of America**

**6.1** Ten (10) Discussion Papers and one (1) Information Paper on various topics in aviation security were presented under this Agenda Item.

6.1.1 Additionally, ten (10) Information Papers were submitted for consideration. Time limitations did not permit discussion of these papers, but the Moderator duly noted these for the record.

<b>REF.</b>	<b>TITLE</b>	<b>PRESENTED BY</b>
<b>AGENDA ITEM 6</b>	<b>AVIATION SECURITY</b>	
DP/6/1	Progress Report on the ICAO Universal Security Audit Programme	ICAO
DP/6/2	Aviation Security Enhancement and Training Efforts in the Asia/Pacific Region	ICAO
DP/6/3	ICAO Guidelines for the Carriage and Screening of Liquids, Aerosols and Gels at International Airports and Status of Implementation in Asia/Pacific Region	ICAO
DP/6/4	Progress Report on the Cooperative Aviation Security Programme in the Asia and Pacific Region (CASP-AP)	ICAO
DP/6/5	Role of the Pilot within the Onboard Security-System	IFALPA
DP/6/6	Implementation of ICAO Guidelines on Security Measures on Liquids, Aerosols and Gels at Hong Kong International Airport	Hong Kong China
DP/6/7	Using Innovative and Sustainable Approaches to Aviation Security	United States of America
DP/6/8	Security of Aircraft Catering Supplies and Stores	Malaysia
DP/6/11	Strengthening Liquid Screens	People's Republic of China
DP/6/14	Regional Cooperation and Capacity Building	Australia
IP/6/19	Harmonized Application of LAGs Control (Including the use of STEB)	Republic of Korea

**6.1 DP/6/1 PROGRESS REPORT ON THE ICAO UNIVERSAL SECURITY AUDIT PROGRAMME**

6.1.1 This paper presented by the ICAO Secretariat provided a report on the progress made in the execution of the ICAO Universal Security Audit Programme (USAP), with special emphasis on audits and follow-up visits in the Asia and Pacific regions. It also provided details on the progression of USAP beyond 2007 and decisions taken by the recent Session of the Assembly.

6.1.2 Since the launch of the ICAO Universal Security Audit Programme (USAP) in 2002, 174 aviation security audits, including 35 in the Asia and Pacific regions, have been conducted. The audits have proven to be instrumental in the ongoing identification and resolution of aviation security concerns, and analysis reveals that the average implementation rate of Annex 17 Standards in most States has increased markedly between the period of the initial audit and follow-up missions. The 36th Session of the Assembly (18 to 28 September 2007) requested that the USAP be continued and that consideration be given to the introduction of a limited level of transparency of audit results.

**6.2 DP/6/2 AVIATION SECURITY ENHANCEMENT AND TRAINING EFFORTS IN THE ASIA/PACIFIC REGION**

6.2.1 The paper by ICAO provided information relating to the developments in the aviation security programme including the Coordinated Assistance and Development (CAD) programme established as of March 2006.

6.2.2 The Council adopted Amendment 11 to Annex 17 on 30th November 2005 with applicability from 1 July 2006. Following the adoption of Amendment 11 to Annex 17, the seventh edition of the Security Manual for safeguarding Civil Aviation Acts of Unlawful Interference (Doc 8973) is being amended and updated. Seminars and workshops will be organized in all regions to assist States in the implementation of newly developed security measures including ones designed to address new and emerging threats.

6.2.3 The Council in December 2005 approved an enhanced coordinated assistance and development (CAD) strategy to further enhance aviation security assistance to States. In February 2006, a reorganization of the Aviation Security and Facilitation Branch resulted in the creation of the 'Coordinated Assistance and Development (CAD) Section'. To further strengthen and enhance support given to States, the Coordinated Assistance and Development (CAD) Section and the Unified Strategy Programme (USP) were consolidated to create a single Implementation Support and Development (ISD) Branch within the Office of the Secretary General as of 15 June 2007.

6.2.4 In enhancing regional training capabilities, a network of three Aviation Security Training Centers (ASTCs) located in Auckland, Hong Kong and Kuala Lumpur played a very important role in the delivery of aviation security training in the Asia/Pacific regions. The ASTC's training programmes are coordinated by ICAO.

**6.3 DP/6/3 ICAO GUIDELINES FOR THE CARRIAGE AND SCREENING OF LIQUIDS, AEROSOLS AND GELS AT INTERNATIONAL AIRPORTS AND STATUS OF IMPLEMENTATION IN ASIA/PACIFIC REGION**

6.3.1 This paper presented guidelines for harmonized procedures for validation of compliance with the guidelines for liquids, gels and aerosols (LAGs) and security tamper evident bags (STEBs) carried by passengers. The intent of the guidelines is to help establish the responsibilities of a contracting State, for ensuring the security of flights leaving its territory.

ICAO respects that each contracting State and Region have their own local and operational considerations and therefore these guidelines are designed to provide flexibility for States to implement or validate the necessary security objectives for LAGs and STEBs.

6.3.2 As more contracting States are moving to implement the guidelines, ICAO will assist aviation authorities in recognizing sound supply chain security practices so that a minimum baseline is established. ICAO will conduct seminars/workshops to assist States in the implementation of the guidelines.

6.3.3 Australia, China, Macau-China, Japan, India Philippines, Pakistan, Thailand, Singapore, Hong Kong- China and Mongolia have implemented the new security measures on the carriage of liquids, gels, aerosols in hand baggage.

**6.4 DP/6/4 PROGRESS REPORT ON THE COOPERATIVE AVIATION SECURITY PROGRAMME IN THE ASIA AND PACIFIC REGION (CASP-AP)**

6.4.1 The ICAO Secretariat presented the Progress Report on CASP-AP. The objectives of this Programme, funded by Participating States and Administrations and donors, are to ensure compliance with international conventions, ICAO Standards and Recommended Practices and guidance material related to aviation security by enhancing the aviation security capabilities of the Programme's Participating States and Administration and to create a regional structure for co-operation and co-ordination in aviation security matters and for training of aviation security personnel.

6.4.2 The Programme is open to all States and Administrations in the Asia/Pacific Region. So far, twenty one States/Administrations have joined.

6.4.3 The Programme Co-ordinator took up post in April 2005. Phase One (Evaluation and Revision of National Civil Aviation Security Programmes and Airport Security Programmes of major international airports) commenced in July 2005 and continues. Phase Two (Evaluation and Revision of Legislation relating to Aviation Security) commenced in October 2005 when the CASP-AP Air Law Expert took up post and is on-going. Phase Three (Aviation Security Training) commenced in March 2006 when the CASP-AP Training Consultant commenced this activity which continues.

6.4.4 Four meetings of the Steering Committee have been held. The fourth meeting decided to extend the Programme by 15 months from April 2008 until July 2009, to establish a Regional Aviation Security Team, and to institutionalize the Programme through signing of a Memorandum of Understanding and an Administrative and Operational Policies and Procedures Manual.

6.4.5 CASP-AP membership has increased from 12 to 21. The Programme has provided assistance to all the original member States and Administrations, has developed a generic National Civil Aviation Security Programme customised for the Asia and Pacific region, and has trained 99 aviation security instructors.

**6.5 DP/6/5 ROLE OF THE PILOT WITHIN THE ONBOARD SECURITY-SYSTEM**

6.5.1 In this paper IFALPA stressed that the safety of passengers is the responsibility of the aircraft commander to whom they had entrusted themselves. IFALPA therefore wished to

emphasize the need for the Commander's authority to be recognized by all people onboard, during all phases of flight, and for the Commander to be an essential link of the security chain.

**6.6 DP/6/6 IMPLEMENTATION OF ICAO GUIDELINES ON SECURITY MEASURES ON LIQUIDS, AEROSOLS AND GELS AT HONG KONG INTERNATIONAL AIRPORT**

6.6.1 In presenting the paper CAD Hong Kong highlighted that with concerted effort from all stakeholders in airport operation, Hong Kong International Airport (HKIA) has successfully implemented the ICAO guidelines as stipulated in State Letter dated 1 December 2006 in respect of security control on liquid, aerosol and gel (LAG) to be carried by passengers for the purpose of reducing the risk of liquid-based explosives being introduced to aircraft through mixing of components. During the implementation period, moderate congestion at screening points was experienced from time to time and the average screening time had increased. However, with the traveling public becoming more conversant with the new security requirement, the situation eventually returned to normal by July 2007.

6.6.2 CAD Hong Kong, China was actively pursuing for an early implementation of the supplementary ICAO guidelines as provided by State Letters dated respectively 30 March and 6 July 2007. The supplementary guidelines recommend the security control measures on LAG be extended to staff. It provides the technical specifications of STEB and lays down the security principles applicable to STEB and LAG sold by airport outlets and airlines as well as the method and options for mutual recognition of validation on LAG security. As the requirement would affect some 45,000 staff working in the airport restricted area, careful planning and consideration must be exercised to ensure that the impact to operational efficiency was reduced to minimum. A comprehensive set of procedures would need to be developed to administer 'Known supplier of LAG' and 'Known supplier of STED' as proposed. The dialogue with other states for mutual recognition of validation was expected to take considerable time before reaching fruitful conclusion. The ultimate objective of enhancing security was to ensure safety and protect properties. CAD Hong Kong, China is committed to providing a safe and efficient air transport system.

**6.7 DP/6/7 USING INNOVATIVE AND SUSTAINABLE APPROACHES TO AVIATION SECURITY**

6.7.1 In presenting the paper USA stated that the aviation sector is an essential and rapidly expanding part of the global economic and transportation infrastructure, and it is critical that aviation security measures keep pace with the growth. In order to respond to the growth while managing the costs incurred with doing so, innovative, adaptable, and sustainable approaches are necessary to ensure the most effective level of security for the aviation system can be achieved given the ongoing threat.

6.7.2 Each State's aviation system is unique in terms of its size and resource capabilities. Therefore, each State can achieve compliance within its own economic and political realm by employing techniques and technologies individually adapted for its own capabilities and limitations.

6.7.3 The U.S. Transportation Security Administration (TSA) recognizes the challenges of countering an adaptive enemy and an ever-evolving threat. In addition to deploying technologies and processes used in a standardized manner, such as electronic screening of hold baggage and physical screening of passengers, TSA also employs a layered, flexible and unpredictable approach to security. This approach allows for significantly increasing security

using a risk-managed methodology without imposing an often costly “100 per cent requirement” for the processes and technologies used.

6.7.4 The United States invited States to consider further exploration into the innovation of new processes and technologies for securing the aviation sector to the greatest extent possible within the constraints of their available resources, and further invites States to join the United States in an Ad Hoc meeting to discuss and explore current, planned and potential innovative and sustainable practices in aviation security.

**6.8 DP/6/8 SECURITY OF AIRCRAFT CATERING SUPPLIES AND STORES**

6.8.1 The Department of Civil Aviation Malaysia (DCAM) is responsible for the development and implementation of a National Civil Aviation Security Quality Control Programme (NQCP). Additionally, it conducts audit, inspection, survey and testing on the airport operator including catering companies.

6.8.2 DCAM has made it mandatory for catering companies develop the own security programme, that their staff undergo security vetting by the Royal Malaysian Police and that security awareness training be provided.

6.8.3 The implementation of security audit on catering companies has received commendable remarks from ICAO.

**6.9 DP/6/11 STRENGTHENING LIQUID SCREENS**

6.9.1 China informed the Conference that CAAC has been focusing on studying the security measures on the liquid explosives which threaten the civil aviation security. On 5 February 2003, CAAC issued *Bulletin regarding restriction on carrying liquids on airplane in China*, in which some measures have been introduced, such as limiting the volume of liquids carried by passengers and opening the containers filled with liquids for inspect. Researching institutes are encouraged to develop liquids screening equipment. so far, one product from industry has been certified by CAAC. CAAC discussed with Singapore and Hong Kong China on the disposition of duty free liquids carried by transit passengers and promotes the mutual trust among the Region. On 17 March 2007, CAAC issued *Bulletin regarding restriction on carrying liquids on airplane in China* and applies ICAO temporary security control guidelines for liquids carried by passengers on board international flights. Airports are required to prepare sufficient plastic bags for international passengers, and provide guidance for passengers to do appropriate packing in line with the standards. As a result, there is no flight delay due to the screening procedure that has been introduced. In order to improve the technique of liquids screening equipment in Chinese airports and further strengthen the prevention against the liquids explosive, CAAC allocated security fund to 147 China airports to equip Model LS8016 liquid screening equipments.

**6.10 DP/6/14 REGIONAL COOPERATION AND CAPACITY BUILDING**

6.10.1 Australia presented a paper on Regional cooperation and capacity building. Because of Australia’s geographical setting and the way in which people and goods presently move about the globe, aviation is undoubtedly of fundamental importance. This, coupled with the fact that the continent can only be reached by sea or air, means that ensuring the successful operation of the aviation industry is all the more important. It is for these reasons, and the increasing prevalence of threats of unlawful interference in aviation, including acts of terrorism, that security is one of the most important elements of the Australian aviation industry.

6.10.2 In addition to confirming an enduring threat to aviation, intelligence also indicates that the threat and vulnerabilities are changing over time. As security arrangements are enhanced in one area, vulnerabilities are highlighted elsewhere. As a result, the regulatory framework must continually adapt and evolve to address these new vulnerabilities. The Australian Government's approach to aviation security policy development recognises this evolution. The approach has developed into one that is intelligence led, risk driven and outcomes focused.

6.10.3 From an Australian perspective, one of the most important means of securing the system is global leadership and consistency of security measures applied across varying regulatory frameworks. Aviation is a global business relying on global networks. All countries must rely on each other if global aviation is to be secured.

6.10.4 The International Civil Aviation Organization (ICAO) provides the framework for the oversight and regulation of civil aviation around the world. One of ICAO's critical tasks is to develop international standards for safe and secure civil aviation operations throughout the world. ICAO provides a basis for consistency.

6.10.5 The Asia Pacific Economic Cooperation (APEC) forum is an important multilateral platform for cooperation and the conduct of capacity building initiatives in our region.

6.10.6 When the Australian Government introduces new security measures, this has the potential to have a significant impact on neighbouring countries in our region. Australia has strong aviation linkages with our region, and has placed transport security representatives in a number of countries to liaise with transport security authorities in the region.

6.10.7 By working together, using institutions such as ICAO and APEC, through implementing capacity building projects, undertaken by both government and industry, and through maintaining an intelligence led, risk driven and outcomes focused approach to policy development States can ensure that security regimes are strengthened domestically, within the region, and globally.

## **6.11 SUMMATION BY THE MODERATOR**

In summarizing the session under Agenda Item 6, the Moderator made the following comments:

6.11.1 **Progress Report on the ICAO Universal Security Audit Programme (ICAO).** The Conference noted that much progress had been accomplished through the USAP. However, additional work continues to be necessary, particularly in developing a comprehensive national oversight framework for ensuring long-term sustainability of security measures. The Chair emphasized that the success of the program is dependent on a "global effort", i.e., a commitment by all States to undertake improvements in aligning their aviation security frameworks. The United States voiced support for the concept of a limited level of transparency in the USAP audit results. This transparency does not suggest that specific, sensitive security information of individual States be compromised, but rather that the audit program may gain a greater level of compliance.

6.11.2 **Aviation Security Enhancement and Training Efforts in the Asia/Pacific Region (ICAO).** The Conference noted the movement of ICAO in the direction of results-based goals in the delivery of aviation security assistance and training to States. The Chair underscored that the end-state should not be audit-focused, but instead should reflect developing and implementing maintainable and sustainable security programs. Bhutan commented that some of the training assistance has been too brief in duration and it would recommend longer programs to ensure the maximum benefit can be gained.

6.11.3 **Regional Cooperation and Capacity Building (Australia).** The Conference noted the extensive work conducted by Australia in the area of regional cooperation in enhancing aviation security. The Chair commented “in aviation security, there are no islands.” In other words, it is heavily dependent on an interconnected, coordinated, and consolidated approach to securing the aviation sector. Pakistan commented on the importance of shared awareness and information exchange amongst contracting States. The ICAO Regional Director invited States to review the available aviation security training and assistance opportunities summarized on the ICAO website. Indonesia voiced support for the paper’s position. The Chair reminded the Conference how, just in recent history, immediate information sharing with the support of ICAO proved effective in addressing the threat from liquid explosives.

6.11.4 **Progress Report on the Civil Aviation Security Programme in the Asia and Pacific Region (ICAO).** The Conference noted the accomplishments of the CASP-AP, including the assistance provided to 12 States in the evaluation and revision of their National Civil Aviation Security Programmes (NCASP), and the development of an NCASP training program under which 99 instructors have already been trained. As a reflection of the achievements of CASP-AP, the program was recently extended by 15 months until July 2009. Bhutan expressed support for CASP-AP, citing the assistance provided in the development of its CASP and Airport Security Programme. Laos indicated it is seeking assistance in the area of aviation law for the purpose of harmonizing legislation.

**ICAO Guidelines for the Carriage and Screening of Liquids, Aerosols and Gels at International Airports and Status of Implementation in Asia/Pacific Region (ICAO).**

**Implementation of ICAO Guidelines on Security Measures on Liquids, Aerosols and Gels at Hong Kong International Airport (Hong Kong, China).**

**Strengthening Liquids Screen (China).**

[Note: The above three papers were presented consecutively, with discussion following afterwards.]

6.11.5 The Conference noted ICAO’s development and implementation of guidelines for the carriage and screening of liquids, aerosols, and gels onboard international aircraft. Timely and effective communications in Hong Kong minimized the adverse impact of new restrictions and security procedures. China requested greater coordination in the area of LAGs security protocols through the sharing of information on position and implementation status; increased cooperation in research and development of liquids screening equipment; and, the sharing of information on which liquids may pose a threat to aviation security. Attention was called to the fact that restrictions on LAGs have greatly impacted the traveling public, despite the fact that no actual attack occurred. It was argued that effective, albeit extensive, security measures were successful in thwarting both the planned attacks of 2006, and possible subsequent attacks. In moving forward, States may benefit most through cooperative work and harmonization of efforts and measures. Brunei Darussalam requested that China provide a demonstration of its liquids screening equipment. Singapore, citing the importance of harmonization, suggested that the ICAO Security Council reconvene to further discuss standards for security in the area of LAGs. India cautioned that, when developing security standards, States must take into consideration the impact these may have on the traveling public. Specifically with respect to LAGs, without true and complete harmonization, passengers traveling/transiting through multiple countries may be adversely affected by varying levels of restrictions. The Maldives supported this comment. Vietnam informed the Conference that it is in compliance with the ICAO guidelines for LAGs.

6.11.6 **Role of the Pilot within the Onboard Security-System (IFALPA).** IFALPA provided a summary of the history and development of regulations leading to the current role of the pilot in command being charged with the safe conduct of the flight, and defined the pilot as the overall safety coordinator and security officer. Several States, including the U.S. and India, expressed opposition to the statement from the Discussion Paper that the “Any onboard security measures taken without the prior knowledge and approval of the pilot-in-command can only endanger the aircraft and are not acceptable.” The opposition centered on the assertion that authorized federal law enforcement personnel, e.g. sky marshals, charged with a security responsibility onboard the flight may not be in position to appropriately coordinate in advance their response with the pilot in command in the event of an emergency situation. The Solomon Islands called on the guidelines that a pilot may call on the assistance of the passengers and cabin crew, when feasible, to assist in ensuring the safety and security of the flight.

6.11.7 **Security of Aircraft Catering Supplies and Stores (Malaysia).** The Conference noted the work of Malaysia in complying with ICAO Standards and Recommended Practices for securing catering stores and suppliers. The Chair commended Malaysia for “moving the battle lines out of the airport.”

6.11.8 **Using Innovative and Sustainable Approaches to Aviation Security (USA).** The United States presented a paper on the development of effective, sustainable, and low-cost aviation security measures. The Conference noted emphasis on the statement that low cost need not necessarily indicate low quality. Instead, through a layered, unpredictable, and flexible regime, States can achieve effective and robust security postures. The United States encouraged States to consider exploring and developing similar solutions for securing their aviation sectors to the greatest extent possible within the constraints of their available resources, additionally we are asking that guidance material for these types of approaches be developed for use by States and that sharing information and training in this area also be considered for the future.

## **6.12 Summary**

6.12.1 The Conference held discussions on several papers highlighting the challenges, complexity, and accomplishments in the area of aviation security. In the international arena, it is evident that no one State can achieve a perfectly isolated and secure aviation sector. In an increasingly global economy, each State is always mutually dependent on other regional States to continually strive to develop, maintain and sustain their security programs. Only through cooperation and harmonization can the risk from terrorist attacks be minimized, or at least reduced. The Chair encouraged all States to continue their work, bilaterally, regionally, and multilaterally to strengthen aviation security.

**AGENDA ITEM 7: AIR TRANSPORT**

**Moderator: Mr. Kanu Gohain**  
**Director General of Civil Aviation, India**

**7.1** Two (2) Discussion Papers and fifteen (15) Information Papers were received under this Agenda Item and the following two (2) Discussion Papers and five (5) Information Papers were presented:

<b>REF.</b>	<b>TITLE</b>	<b>PRESENTED BY</b>
<b>AGENDA ITEM 7</b>	<b>AIR TRANSPORT</b>	
DP/7/1	Machine Readable Travel Documents - Optimising Security and Efficiency Through Enhanced ID Technology	ICAO
DP/7/2	Environmental Benefits of CNS/ATM Systems	ICAO
IP/7/6	Machine Readable passports in China	China
IP/7/11	Increasing Efficiency and Reducing Greenhouse Gas Emissions in the Oceanic Environment	United States of America
IP/7/8	Reinforce Management to Prevent the Spread of Communicable Diseases Through Air Travel	United States of America
IP/7/14	Airlines Substantial Ownership and Effective Control: International Relationship and National Control	Viet Nam
IP/7/4	U.S. Next Generation Air Transportation System (NextGen)	United States of America

**7.2 DP/7/1 MACHINE READABLE TRAVEL DOCUMENTS - OPTIMISING SECURITY AND EFFICIENCY THROUGH ENHANCED ID TECHNOLOGY**

**7.2.1** This paper presented by the ICAO Secretariat provided information on Machine readable travel documents. ICAO has developed and standardized the specifications for travel documents and data contained therein aimed at building a satisfactory level of confidence in the reliability of travel documents and in the effectiveness of inspection procedures. In 2005, the then 188 contracting States of ICAO approved a new standard that all must begin issuing machine readable passports in accordance with Doc 9303, Part 1 no later than year 2010.

**7.2.2** ICAO adopted the blue print for e-passports in 2004. With the adoption of strong and clear standards by ICAO, travel document issuing authorities have been able to produce e-passports that are readable by all receiving states, regardless of the manufacturer of the chip or of the passport reader equipment. The next generation of e passports issued in compliance with ICAO specifications will include biometric data.

**7.2.3** ICAO has established the Universal Implementation of Machine Readable Travel Documents(UIMRTD) project to assist states in project planning, implementation, education,

training and system evaluation services, so that States can meet the 2010 deadline for the issuance of MRPs.

### **7.3 DP/7/2 ENVIRONMENTAL BENEFITS OF CNS/ATM SYSTEMS**

7.3.1 The paper provides information on ICAO's initiative to develop a program to establish potential fuel burn/ emissions reduction targets to be achieved in the various regions in the upcoming years and issues concerning environmental benefits of CNS/ATM systems at the global and regional levels. The Conference invited States to harmonize their assessments by adopting the rules and guidance provided by Committee on Aviation Environmental Protection (CAEP).

### **7.4 DISCUSSIONS ON PAPERS PRESENTED**

7.4.1 **DP/7/2 Machine Readable Travel Documents - Optimising Security and Efficiency Through Enhanced ID Technology.** Both Maldives and China suggested that ICAO should disseminate more information on PKD through the MRD website. ICAO advised the Conference that recent information was available on the MRTD website.

7.4.2 **DP/7/2 Environmental Benefits of CNS/ATM Systems and IP/7/11 Increasing Efficiency and Reducing Greenhouse Gas Emissions in the Oceanic Environment.** Canada complimented the two papers and stated that they provided very useful information. Such information should have a positive effect in mitigating the misgivings on a very sensitive issue. ICAO reiterated that the aviation industry was regrettably being targeted as a major polluter and papers like these would help to spread the message that civil aviation to the contrary was not the major polluter. ICAO and the Industry were not oblivious to the need to address the environmental issue and every effort was being made to reduce greenhouse gas emission. IATA wholeheartedly supported the efforts and was appreciative of the FAA's efforts in the oceanic environment. Pakistan highlighted the dichotomy that existed in what the papers stated and what the developed States were in fact practicing. Commercial interests have dictated the policies adopted by large business concerns for more sales and more aircraft in the sky. A major responsibility fell on the developed countries and Pakistan urged them to demonstrate more commitment to environmental issues.. ICAO also drew the attention of the Conference to IP/7/9 which provided elaborate information on ICAO's efforts. ICAO's Contracting States considered many environmental recommendations during the 36th Session of the ICAO Assembly and Assembly Resolution A36-22, *Consolidated statement of continuing ICAO policies and practices related to environmental protection* was adopted. One of the major outcomes of the Assembly was the decision regarding the development of an aggressive programme of action to address the issue of international aviation and climate change covering both technical and market-based approaches. ICAO is currently developing guidance on a methodology for estimating aviation CO<sub>2</sub> emissions which can be used as a harmonized, global basis for carbon offset projects. This methodology will be made widely available. Information on ICAO's work on the environment is available on the ICAO website (<http://www.icao.int/icao/en/in>).The *ICAO Environmental Report 2007* consolidates, in one single publication, comprehensive and reliable information on aviation and the environment.

7.4.3 **IP/7/8 Reinforce Management to Prevent the Spread of Communicable Diseases Through Air Travel.** Canada complimented China on highlighting a very serious and important issue for the aviation community.

### **7.5 SUMMATION BY THE MODERATOR**

7.5.1 While summarizing the Session under Agenda Item 7, the Moderator stated that the Discussion Papers focused on two important issues to Air Transport namely Machine Readable

Travel Documents and Environment; and covered subjects aimed at enhancing efficacy of air transport.

7.5.2 The first paper by ICAO (DP/7/1) on machine readable travel documents (MRTD) focused on the development and standardization of the specification for such travel document. The paper presented by China (IP/7/6) briefly touched upon the experience of China in implementing MRTD.

7.5.3 The inclusion of biometric data, specifically the facial recognition in Machine Readable Document would be a primary requisite and would become interoperable globally – supported by fingerprint and/or iris recognition. ICAO has not only brought out information guidance material on the subject, but also established the UIMRTD project and established the Public Key Directory (PKD) for access to validate e-passports.

7.5.4 Taking note of China's experiences, the Conference urged State in Asia/ Pacific Region for issuance of machine readable passport as per the deadline of April 2010 and join PKD. States could seek assistance under the UIMRTD project.

7.5.5 Discussion Paper (DP/7/2) on Environmental Benefits of CNS/ATM Systems presented by ICAO brought forward methodologies designed for assessment of environmental benefits at global and regional levels. It also discussed options for estimating environmental benefits of CNS/ATM systems at the national level. Various entities have considered the emissions benefits of implementing CNS/ATM systems based on an order of magnitude assessments, rule of thumb. This type of assessment makes assumptions on the scale of improvements that would come from implementation of specific ATM system changes. Highlighting the work undertaken by the ICAO Committee on Aviation Environmental Protection (CAEP) he stated that currently CAEP is assessing the use of more sophisticated model for calculation of aircraft engine emission throughout the flight path. The Moderator stressed that Assembly Resolution A 35-5 placed special emphasis on the use of technical solutions. In concluding the discussion on Environment, the Moderator stated that due to growth of air traffic, increasing public pressure for reduction of aviation related CO<sub>2</sub> emissions can be expected in the coming years. This places enormous responsibility on all States to support ICAO's efforts in this regard by adopting the assessment methodologies advocated in the p ICAO paper.

7.5.6 IP/7/11 presented by the United States of America highlighted the efforts by FAA and strategic Air Navigation Service Providers in pursuing a variety of near and mid term initiatives to provide greater efficiencies in the oceanic environment, potentially neutralizing or reducing the production of green house gases. FAA's paper has also identified operational opportunities which are designed to promote fuel efficiency such as: Route Alignment; Preferred Route Expansion; Dynamic Airborne Reroute Programme. Tailored Arrivals; ADS-C In trail Procedures; etc., The Moderator emphasized that these processes also needed to be encouraged for application by other States to achieve the common objective of reducing green house gas emissions.

7.5.7 While summarizing the issues reflected in IP/7/8 (presented by China) the Moderator stated that in the recent past, civil aviation had been faced with the problem of spread of communicable diseases through air travel. This had retarded the growth of air traffic with consequential loss to the tourism industry, adversely affecting the national economy of some States. Given the importance on the said issue he urged the States to be better prepared and address the matter with greater urgency.

7.5.8 On the paper presented by Vietnam (IP/17/4) on Airlines Substantial Ownership and Regulatory Effective Control the Moderator asked the Conference to take note of the information provided.

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**AGENDA ITEM 8: TECHNICAL COOPERATION**

**Moderator: Mr. Farooq Rahmatullah Khan  
Director General  
Civil Aviation Authority of Pakistan**

**8.1** Three (3) Discussion Papers and three (3) Information Papers were received under this Agenda Item. Of three Discussion Papers listed below only two were presented.

<b>REF.</b>	<b>TITLE</b>	<b>PRESENTED BY</b>
<b>AGENDA ITEM 8 TECHNICAL COOPERATION</b>		
DP/8/1	ICAO Technical Co-operation Programme Interventions in Asia and Pacific Regions	ICAO
DP/8/2	ICAO Regional Programmes in Asia and Pacific Regions (COSCAPs)	ICAO
DP/8/3	Report on the Cooperative Arrangements for the Prevention of Spread of Communicable Diseases through Air Travel (CAPSCA)	ICAO

**8.2 DP/8/1 ICAO TECHNICAL CO-OPERATION PROGRAMME INTERVENTIONS IN ASIA AND PACIFIC REGIONS**

8.2.1 Paper DP/8/1 listed under Agenda Item 8 was not presented as the Director, TCB, ICAO had made a presentation on Day 2 of the Conference on The Technical Cooperation Programme of ICAO which covered a major part of DP/8/1. The Conference was however invited to seek any clarification related to DP/8/1 during the question period.

**8.3 DP/8/2 ICAO REGIONAL PROGRAMMES IN ASIA AND PACIFIC REGIONS (COSCAPs)**

8.3.1 ICAO provided a presentation on the COSCAP Programmes in the Asia/Pacific Regions and world wide. The COSCAP programmes have had considerable success in improving States oversight capabilities in a cost effective manner, even though the programme has limited resources in which to achieve programme objectives. While there is generally little or no funding available for payment to other organizations for outside training, the programmes have had considerable success in receiving support from donor organizations. Another means to support the COSCAP programme, is the donation of training material, following which the COSCAP experts provide the subsequent training programmes. ICAO also assists the COSCAP programmes as resources permit. While the main focus of the COSCAP mechanisms is safety oversight of Flight Operations, Airworthiness and Licensing, COSCAP programmes now provide assistance in the areas of Aerodromes, Air Traffic Management, Personnel Licensing, Dangerous Goods, Accident Investigation etc.

8.3.2 While the core functions of the COSCAP programme remain Flight Operations and Airworthiness but the COSCAP programmes have broadened their scope with the expansion of the ICAO USOAP. COSCAPs are at various stages of regionalization and institutionalization.

**8.4 DP/8/3 REPORT ON THE COOPERATIVE ARRANGEMENT FOR THE PREVENTION OF THE SPREAD OF COMMUNICABLE DISEASES THROUGH AIR TRAVEL (CAPSCA)**

8.4.1 ICAO made a presentation on CAPSCA. The aim of CAPSCA is to reduce the risk of spreading influenza having pandemic potential, and similar communicable diseases, by air travelers through co-operative arrangements between the Participating States/Administrations and airports.

8.4.2 The activities of the project involve a review of States/Administrations airports and airlines preparedness plans to ensure that the relevant policies, training and communication procedures are in place. A harmonized approach to preparedness planning and implementation is the main goal

8.4.3 CAPSCA was launched in September 2006 with the holding of a seminar/workshop/table-top exercise in Singapore. Evaluation visits to the following airports have been carried out by the CAPSCA Aviation Medicine Expert/Project Coordinator: Singapore, Macao (China), Hong Kong (China) and Thailand's Suvarnabhumi Airport.

8.4.4 Indonesia, Malaysia and the Philippines have become the latest member States of the CAPSCA project, with China joining during this Meeting. India, Nepal and Viet Nam are planning to join.

8.4.5 In addition to contributions from member States/Administrations, the UN Central Fund for Influenza Action has provided a grant to ICAO of over US \$350,000 to enable CAPSCA to be carried forward in Asia and extended into Africa.

8.4.6 The first Steering Committee Meeting (SCM) of CAPSCA was held in Hong Kong, China in August 2007. A Regional Aviation Medicine Team (RAMT) has been established by the SCM and its first meeting took place in Bangkok in early October 2007. Its Second RAMT and SCM meetings are planned to be held in 2008, hosted by the Government of Indonesia.

**8.5 DISCUSSIONS ON THE PAPERS PRESENTED**

8.5.1 Representatives from the Maldives and Nepal provided their continued support to the COSCAP-SA and the CASP-AP programme respectively, while stressing upon the need for close cooperation among the programmes and the need to ensure their sustainability. The representatives of Brunei Darussalam and Singapore expressed their full support to the COSCAP-SEA programme, with Singapore reiterating the availability of training support at its Academy.

8.5.2 The ICAO Regional Director highlighted DP/8/1 (not presented due to a similar presentation of the Director of the ICAO Technical Co-operation Bureau under a previous Agenda Item) and in particular the need for full support to all of the cooperative programmes of ICAO in the Asia/Pacific Regions. He expressed ICAO's particular appreciation to the Governments of Nepal and Thailand for their hosting of the COSCAP programmes. He again requested all States and donors to continue to closely work with these important programmes. In further highlighting the sub-regional programmes, he provided an analytical regional perspective stating that COSCAPs and the PASO covered practically the whole of the Asia/Pacific Region. He brought out the strengths and weaknesses of the mechanisms and called for committed support from all States as the mechanisms in place were fully in line with the trust of various Assembly Resolutions.

8.5.3 ICAO Secretariat also drew the attention of the Conference to the Cooperative Agreement for Enhancement of the Meteorological Service for Aviation in the South Pacific (CAEMSA - SP) a project specially designed to help the Pacific States and that it would be hosted by Fiji in Nadi.

8.5.4 The representative of Viet Nam reiterated the interest of the Government to join the CAPSCA programme. The Representative of Vanuatu expressed the potential interest of his Government in joining the CAPSCA and CAEMSA programmes. The Representative of Indonesia confirmed the hosting of the 2nd Steering Committee Meeting of CAPSCA in the second quarter of 2008.

8.5.5 The Chairman of the Pacific Aviation Safety Office (PASO) provided an update on the status of PASO as regards recruitment of staff and commencement of safety and security oversight functions. He expressed PASO's interest in working closely with ICAO, especially the ICAO Regional Office in Bangkok.

8.5.5.1 The Chairman of PASO informed the Conference that there are now 9 Pacific States who will be purchasing safety and security oversight services from PASO. In addition, PASO is supported by Australia and New Zealand and has a number of organizations who regularly participate in PASO – including the US FAA and the Association of South Pacific Airlines.

8.5.5.2 In 2007, PASO hired an Airworthiness Inspector and a Flight Operations Inspector. In addition, with assistance from New Zealand, PASO will soon have a security inspector.

8.5.5.3 Also in 2007, PASO conducted an initial review of the aviation legislation in member States funded by IFFAS. This review will be followed by further legal technical assistance provided by ADB to ensure the Pacific Islands member States of PASO have an appropriate safety and security framework in place.

8.5.5.4 Some services have already been provided to member States by PASO and in 2008 it is expected that PASO will be providing major safety and security oversight activities for its members.

8.5.5.5 The Chairman of PASO thanked the Regional Director, ICAO who has communicated his strong support for PASO. He reiterated that an effective working partnership and dialogue with ICAO and other aviation bodies be maintained and enhanced with regional safety bodies to promote aviation safety and security. PASO does not wish to operate in isolation and is committed to working together with ICAO and other Regional Initiatives. Whilst it has been slow going for PASO, it has also been a challenge which PASO member States have faced head on, and believe that they are now moving forward to build PASO as a regional leader in aviation safety and security oversight and service delivery. PASO will be having its Council of Directors Meeting during the period 26-28<sup>th</sup> November 2007, in Wellington, New Zealand and ICAO has advised of its intention to attend this meeting. Invitation is being given to other international bodies to attend.

## **8.6 SUMMATION BY THE MODERATOR**

In summarizing the session under Agenda Item 8 the Moderator made the following comments.

8.6.1 Briefly highlighting IP/8/5 titled Experience of the SMIS Use and Sharing the System With other States which has been submitted by the Republic of Korea. The Moderator stressed that one of the most prominent findings of the ICAO USOAP programme is that Member States are failing to implement amendments to ICAO SARPs or file differences with ICAO if required. ROK has developed the SARP Management Information System (SMIS) as a tool to ensure that a management tool exists to assist with States in their respond to State letters and implement amendments to ICAO SARPs. ROK has kindly developed an English version of this software tool and will provide this tool to other Member States at no cost. ROK has already shared the SMIS with 20 States and will assist State with training and implementation of the system at no cost. ROK is to be commended for the strong support that has been provided to Member States.

8.6.2 Providing a brief on IP/8/6 titled Experiences of Vietnam in Preventing Infectious Diseases by Airway prepared by Viet Nam, the Moderator, stated that the IP highlighted the process and procedures that have been established by Viet Nam to prevent the spread of communicable diseases through air travel, especially at the airport. It should be noted that Viet Nam has indicated that they will share their experiences with others on request. It is also noted that Viet Nam will join the CAPSCA programme.

8.6.3 In conclusion the Moderator believed that the DP/IP demonstrate clearly the strong spirit of cooperation that exist in the Asia Pacific region. Establishing an effective safety oversight programme in accordance with ICAO SARPs is a major undertaking for even very developed States. Through cooperative arrangements States can avoid duplication of efforts and greatly reduce the resources required for implementation of ICAO SARPs.

**AGENDA ITEM 9: OTHER BUSINESS**

- a) Theme Topic for the 45<sup>th</sup> Conference of DGCAs*
- b) Endorsement of Action Items arising from the Present Conference*
- c) Any Other Matters*

**9.1** Five (5) Discussion Papers were received under this agenda item and all five papers were presented:

<b>REF.</b>	<b>TITLE</b>	<b>PRESENTED BY</b>
DP/9A/1	Possible Theme Topic for the 45th Session of the Conference – 2008	ICAO
DP/9A/2	Suggested Theme Topic and Agenda Items for the 45 <sup>th</sup> Conference of the Asia Pacific DGCAs	Australia
DP/9B/1	List of Action Items Arising from the Present Conference	ICAO
DP/9C/1	Schedule of Meetings/Seminars/Workshops to be Convened in 2008 by the ICAO Asia and Pacific Office	ICAO
DP/9C/2	Schedule of Conferences of Directors General of Civil Aviation, Asia and Pacific Region in the Foreseeable Future	ICAO

**Moderator 9A: Mr. Steve Douglas**  
**Director of Civil Aviation**  
**Civil Aviation Authority of New Zealand**

**9.2 DP/9A/1 POSSIBLE THEME TOPIC FOR THE 45<sup>th</sup> SESSION OF THE CONFERENCE – 2008**

9.2.1 The ICAO Secretariat in presenting the paper, advised that it had become a practice in recent years to select a theme topic for the next Conference of DGCAs, in order to allow adequate time for the invitees to prepare papers for deliberation. It had become customary for a topic to be proposed on the basis of informal consultations and for the Conference to agree to one theme topic by consensus.

**9.3 DP/9A/2 SUGGESTED THEME TOPIC AND AGENDA ITEMS FOR THE 45<sup>th</sup> CONFERENCE OF THE ASIA PACIFIC DGCAs**

9.3.1 The Moderator invited Australia to present DP/9A/2. This paper notes that ICAO Assemblies and previous DGCA Conferences have emphasized the importance of regional and sub-regional approaches to addressing ongoing aviation issues and consistently urged States to work cooperatively to ensure improved aviation safety, security and efficiency.

9.3.2 At the same time, the recent global recognition of the need for the aviation sector to seriously consider appropriate means of addressing the environmental impacts of air transport

suggests that this conference should enable discussion of these issues through the inclusion of a specific agenda item on the environment.

9.3.3 Following from these observations, this paper invited the Conference to adopt as the theme for the 45th DGCA:

“Enhancing aviation safety, security and efficiency across the Asia Pacific region through increased cooperation”.

9.3.4 Additionally, the paper proposes that, irrespective of whether the suggested theme is adopted, the 45th DGCA conference include a specific Agenda Item on Cooperation and Representation for the Conferences and that it form part of the standing agenda for future Conferences.

9.3.5 It also recommended the Conference agrees that the 45th and future Conferences consider aviation environmental issues under a specific agenda item.

#### **9.4 POSSIBLE THEME TOPIC FROM NEPAL**

9.4.1 Nepal proposed the following theme topics for the next DGCA Conference:

1. “Enhance safety through institutionalization of safety culture and management system”.
2. “Enhance safety through appropriate institutional and technological transformation and cooperation at global, regional and sub-regional level”.
3. “Enhance safety and security through consistent and effective implementation of SMS across all safety-related disciplines and stakeholders”.

9.4.2 Japan proposed “Safer, Securer and cleaner sky through increased cooperation” as a possible theme topic for consideration.

9.4.3 After lengthy discussions, the Conference adopted the following theme topic for the 45<sup>th</sup> DGCA Conference.

#### **“Cooperating towards enhanced aviation safety, security, efficiency and environment”**

9.4.4 The Australian paper also recommended that the Conference consider that the 45<sup>th</sup> and future Conferences include *Cooperation and Representation* and *Environmental* issues under specific Agenda Items.

9.4.5 Following the discussion the Moderator summarized by stating that, due lack of specific support, environment would not be included as a separate agenda item, but item on “Technical Cooperation” would be expanded to include “Regional Cooperation”.

**Moderator 9B: Mr. Joseph Kasten**  
**Director**  
**Civil Aviation Authority of Vanuatu**

**9.5 DP/9B/1 LIST OF ACTION ITEMS ARISING FROM THE PRESENT CONFERENCE**

9.5.1 The ICAO Secretariat presented a List of Action Items arising from the deliberations during the Conference. The Conference reviewed each Action Item and, after some amendments endorsed 17 Action Items of the 44th Conference. The *List of Action Items* is attached as Appendix A to this Report.

9.5.2 In summing up the discussions on Agenda Item 9B the Moderator urged the delegates put effort on the follow-up of the endorsed action items so that the 45<sup>th</sup> Conference could record progress on the selected subject.

**Moderator 9C: Mr. Steve Douglas**  
**Director of Civil Aviation**  
**Civil Aviation Authority of New Zealand**

**9.6 DP/9C/1 SCHEDULE OF MEETINGS/SEMINARS/WORKSHOPS TO BE CONVENED IN 2008 BY THE ICAO ASIA AND PACIFIC OFFICE**

9.6.1 The ICAO Secretariat presented this paper which provided a tentative schedule of meetings, seminars and workshops to be convened in 2008 by the ICAO Asia and Pacific Office. The schedule was tentative and outlined a total of 36 meetings, seminars and workshops to be held in the year 2008. The schedule was published to assist States in planning their attendance.

**9.7 DP/9C/2 SCHEDULE OF CONFERENCES OF DIRECTORS GENERAL OF CIVIL AVIATION, ASIA AND PACIFIC REGION IN THE FORESEEABLE FUTURE**

9.7.1 The ICAO Secretariat presented this paper and stated that several Administrations had expressed their interest and desire to host the annual Conference of Directors General of Civil Aviation, Asia and Pacific Regions. ICAO further stated that on the basis of consultations with States the following schedule had been developed:

45 <sup>th</sup> Conference in Malaysia	9 – 15 November 2008
46 <sup>th</sup> Conference in Japan	2009
47 <sup>th</sup> Conference in China, Macao	October/November 2010
48 <sup>th</sup> Conference in New Caledonia, France	2011
49 <sup>th</sup> Conference in Maldives	2012 (to be confirmed)

9.7.2 The Conference thanked the member States for their offer to host the DGCA's Conference over the next five years.

9.7.3 The Conference thanked Thailand for kindly offering to host the 50<sup>th</sup> DGCA Conference in Bangkok, Thailand in 2013 and also thanked Hong Kong China for offering to host the 51<sup>st</sup> DGCA Conference in Hong Kong China in 2014.

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### CLOSING CEROMONY

1. The ICAO Regional Director, Mr. Lalit B. Shah, thanked Minister Yang Yangyuan for joining the closing ceremony. While reviewing the major events of the Conference, Mr. Shah complimented Mr. Yang Guoqing, the Chairperson of the Conference for his leadership and efficient conduct of the Conference. He thanked the Chairperson and his dedicated team of officials for their outstanding performance, courtesy and support to the Conference. Mr. Shah reflected that the 44<sup>th</sup> Conference was the last one served by him since he would soon retire. He recalled the status of aviation business at the time he joined aviation more than 40 years ago. While the technological progress over the years had been tremendous, Mr. Shah, however, stressed on the progress in the area of cooperation, for which the DGCA Conference was well known. Mr. Shah expressed his sincere thanks to all delegates for the excellent cooperation and hospitality extended to him during his tenure. Finally, Mr. Shah expressed his belief that Asia and Pacific should continue to be regarded as one single region and wished to see further cohesion and collaboration. In concluding Mr. Shah once again thanked the Minister of General Administration of Civil Aviation of China for hosting the Conference and for providing excellent support and arrangements.

2. Minister Yang Yangyuan thanked the Conference for giving him the opportunity to address the closing of the 44<sup>th</sup> DGCA Conference. He expressed his sincere greetings to all the delegates present and specially expressed his sincere gratitude and appreciation to Mr. Shah who had worked relentlessly and provided excellent guidance and assistance to the 44<sup>th</sup> DGCA Conference.

3. Minister Yang Yangyuan stated that as Minister of General Administration of Civil Aviation of China he was particularly interested in the theme of the Conference “sustainable practices for safety and security management system”. He was especially pleased to see that safety management systems, had been widely accepted among the civil aviation authorities in the Asia-Pacific region and that remarkable progress had been made. He was pleased to note that through the joint efforts of all civil aviation authorities in the Asia-Pacific Region, the effectiveness of ICAO has been considerably enhanced. CAAC believed that the Global Aviation Safety Program that ICAO had updated recently provided the common framework for the reduction of accidents and risks in international civil aviation industry.

4. In closing, the Minister stated that the Chinese civil aviation would like to share the experiences and lessons, enhance cooperation and coordination, learn from other civil aviation authorities in Asia-Pacific Region and in the process, make its contribution to the development and progress of international civil aviation through concerted efforts. The full text of the speech by the Minister is included as Attachment 5 to this report.

5. Minister Yang Yangyuan presented a memento to Mr. Lalit B. Shah for his excellent services to the cause of civil aviation in the Asia-Pacific Region. The memento, which included a Certificate of Appreciation, carried the signatures of all the Head of the Delegations present at the 44<sup>th</sup> DGCA Conference.

6. Mr. Shah thanked the Minister for the kind gesture and was extremely touched by the warm sentiments expressed by the Minister in his closing remarks.

7. The Chairperson invited the delegates to make the concluding remarks if they so desired.

8. The delegates while expressing their appreciation to the Chairperson of the Conference, the ICAO Regional Director of the Asia Pacific Regional Office and their teams of

dedicated officers, were extremely appreciative of the efficiency on the conduct of the Conference and gracious hospitality that was extended by the People's Republic of China. All the delegates expressed their thanks for the administrative arrangements and the logistic support provided. The delegates also recorded their profound gratitude on their own behalf and that of their spouses for the excellent arrangements made for social and cultural programmes. All the delegates expressed their appreciation to the Government of Shaanxi Province, the People's Republic of China, the General Administration of Civil Aviation of China, the many sponsors, exhibitors and the many people working behind the scenes whose hard work made the Conference such a success and the occasion so memorable. The delegates also paid tribute to the Moderators whose efficiency had enabled the Conference to be conducted smoothly.

9. The Chairperson thanked all the delegates for their participation and kind remarks. He greatly appreciated and valued ICAO's cooperation and support to the Conference and thanked the ICAO Regional Director for his effort in enlightening the delegates on complex and difficult issues which helped to steer the Conference in an orderly manner. He placed on record his appreciation of the excellent work done by the organizing committee from the General Administration of Civil Aviation of China, the ICAO Regional Office and other organizations that had helped to make this Conference a memorable event. He wished all delegates a happy and safe journey home.

10. The 44<sup>th</sup> Conference of Directors General of Civil Aviation Asia Pacific Region was closed at 1300 hrs on 26 October, 2007.

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## LIST OF ACTION ITEMS ARISING FROM THE 44<sup>th</sup> CONFERENCE

### Action Item 44/1

#### **Resolution of Deficiencies**

Recognizing the adverse impact on safety, efficiency and regularity of air transport and noting the deliberations on elimination of deficiencies expressed in APANPIRG Conclusions 18/60 and 18/62, the Conference strongly urged the Asia Pacific States listed in the APANPIRG List of deficiencies to:

- a) designate a contact officer to coordinate with ICAO Regional Office on matters related to deficiencies;
- b) develop corrective action plans with fixed target dates for resolution of safety related deficiencies and inform the ICAO Regional Office;
- c) collaborate in resolving of the safety related deficiencies according to the established action plans; and
- d) consider utilizing the services of the ICAO Technical Cooperation Bureau and/or other suitable cooperative arrangements for rectification of deficiencies.

### Action Item 44/2

#### **Safety Management Systems (SMS)**

Recognizing the importance of a systems approach to safety, the Conference:

- a) urged States to allocate high priority, adequate and appropriately skilled resources in implementing safety management system;
- b) urged States to implement Safety Management Systems (SMS) utilizing the ICAO guidance and training material and SMS related provisions in Annexes 6, 11 and 14;
- c) requested States which have already implemented SMS to provide assistance by sharing their experience, making available guidance material and provision of training.

### Action Item 44/3

#### **ICAO Universal Safety Oversight Audit Programme (USOAP)**

Recognizing the importance of establishing an effective State's Safety Oversight System, the Conference urged States to:

- a) note that the ultimate responsibility for safety oversight rests with the Contracting States, who should continuously review their respective safety oversight capabilities;
- b) recognize that the establishment of regional and sub-regional safety oversight organizations under the framework of ICAO provisions, has great potential to assist States in complying with their obligations under the Chicago Convention through economies of scale and promotion of uniformity on a larger scale;

- c) submit their pre-audit documents as required under Comprehensive Systems Approach (CSA) audit [State **Aviation Action Questionnaire (SAAQ)** and Comprehensive Checklist (CC)] at the earliest; and
- d) authorize ICAO for the release of audit information to the public on audits conducted under the CSA at the earliest.

**Action Item 44/4**

**Global Aviation Safety Plan and Roadmap**

Noting the intent to continuously apply the Global Aviation Safety Plan (GASP) as a tool to enhance safety by focusing action where it is most needed; the Conference:

- a) urged States and the industry to apply the GASP and Global Aviation Safety Roadmap principles and objectives and to implement its methodologies in partnership with all concerned stakeholders to reduce the number and rate of aircraft accident;
- b) urged States to fully exercise safety oversight of their operators in full compliance with applicable Standards and Recommended Practices (SARPs), and assure themselves that foreign operators flying in their territory receive adequate oversight from their own State and take appropriate action when necessary to preserve safety; and
- c) urged States to develop sustainable safety solutions to fully exercise their safety oversight responsibilities. This can be achieved by sharing resources, utilizing internal and/or external resources, such as regional and sub-regional safety oversight organizations and the expertise of other States.

**Action Item 44/5**

**Aerodrome Certification**

Recognizing the importance of Annex 14 provisions related to aerodrome certification specified in Annex 14 – Volume I and availability of published Manual on Certification of Aerodrome (Doc.9774), the Conference strongly urged States that have yet to completely do so to allocate high priority in implementing the aerodrome certification requirements.

**Action Item 44/6**

**Implementation of Performance Based Navigation (PBN)**

Recognizing the importance of PBN for improving safety, capacity and efficiency of air navigation, the Conference urged the States to:

- a) implement PBN as per ICAO guidance material;
- b) support the PBN Task Force established by APANPIRG/18 and designate a focal contact point for coordinating implementation of PBN.

**Action Item 44/7**

**Language Proficiency**

Considering the outcome of the 36<sup>th</sup> Session of the ICAO Assembly the Conference:

- a) urged States that are not in a position to comply with the language proficiency requirement by the applicability date to post their language proficiency implementation plans including their interim measures to mitigate risk, as required, for pilots, air traffic controllers and aeronautical station operators involved in international operations on the ICAO website as soon as practicable, but prior to 5 March 2008.
- b) urged States to waive the permission requirement under Article 40 of the Convention, in the airspace under their jurisdiction for pilots who do not yet meet the ICAO Language Proficiency Requirements, for a period not exceeding three years after the applicability date of 5 March 2008, provided that the States which issued or rendered valid the licences have made their implementation plans available to all other States; and
- c) urged States not to restrict their operators, conducting commercial or general aviation operations, from entering the airspace under the jurisdiction or responsibility of other States where air traffic controllers or radio station operators do not yet meet the language proficiency requirements for a period not exceeding three years after the applicability date of 5 March 2008, provided that those States have made their implementation plans available to all other States.

**Action Item 44/8**

**2008 Olympic Games**

Considering the expected traffic growth during the period of Beijing 2008 Olympic Games in both China and the Region, the Conference urged States concerned to;

- a) support China's initiatives in implementing RVSM and other measures being introduced to increase capacity of the airspace; and
- b) enhance coordination and cooperation between ATS facilities to jointly ensure safe and smooth air traffic management during the period.

**Action Item 44/9**

**Preparation for WRC 2011**

Recognizing the importance of protecting the aeronautical frequency spectrum at the World Radiocommunication Conference (WRC-2011), the Conference strongly urged Asia Pacific States to

- a) contribute in supporting the ICAO position for the next WRC Conference; and
- b) actively participate in the regional Asia-Pacific Telecommunity (APT) Preparatory activities for WRC.

**Action Item 44/10**

**ICAO Universal Security Audit Programme (USAP)**

Considering that the USAP has proven to be instrumental in the identification of aviation security concerns and in providing recommendations for their solution; and that the programme has validated an increased level of implementation of ICAO security Standards; the Conference:

- a) urged all States to give full support to ICAO by accepting the audit missions as scheduled by the Organization, in coordination with relevant States, facilitating the work of the audit teams, and preparing and submitting to ICAO an appropriate corrective action plan to address deficiencies identified during the audit; and
- b) urged all States to share, as appropriate and consistent with their sovereignty, the results of the audit carried out by ICAO and the corrective actions taken by the audited State, if requested by another State.

**Action Item 44/11**

**Carriage of Liquids, Gels and Aerosols in Hand Baggage (LAG)**

Recognizing the adverse impact of the additional preventive security measures on the carriage of liquids, gels and aerosols in hand baggage have on service to passengers and on duty-free retail concessions, the Conference:

- a) encouraged States to implement the new security measures as provided in the guidelines for the carriage and screening of liquids, Aerosols and Gels at International Airports.;
- b) urged all States to recognize the validity of harmonizing the sealed bag procedures;
- c) strongly recommended that all security measures be developed after full consultation and coordination with other regions/States and with all stakeholders with a view to international harmonization as far as practicable.

**Action Item 44/12**

**Security of Aircraft Catering Supplies and Stores**

Recognizing that catering supplies and stores are indispensable element in the chain of security, the Conference urged States to take actions in the process of harmonizing security procedures.

**Action Item 44/13**

**Machine Readable Passports**

Recognizing the need to implement on priorities the provisions in Annex 9, in particular Standard 3.10 which requires all contracting States to introduce Machine Readable passports (MRPs) by 1 April 2010, the Conference:

- a) urged States which are able to do so to collaborate to the extent possible to assist States in facilitating the implementation of MRPs; and
- b) urged those States issuing e-passports to join the ICAO Public Key Directory (PKD).

**Action Item 44/14**

**Management of Aviation's Environmental Impacts**

Recognizing the increased importance of CNS/ATM activities in the management of aviation's environmental impacts, and in support of the ICAO goal of limiting or further reducing the impact of aviation emissions on global climate, the Conference:

- a) urged States to recognize the mandate for ICAO to review how aviation can limit and further reduce the emission of greenhouse gases;
- b) urged States to support the mandate for APANPIRG to address environmental matters, and therefore the need to consider the environmental issues when defining CNS/ATM systems, including the environmental savings of new routes, terminal procedures and ground movements;
- c) recognized the importance of developing a simple and cost effective common methodology and performance to assess and document environmental benefits derived in the airspace from CNS/ATM planning initiatives;
- d) urged States to commit to a proactive approach by promoting the use of various operational measures including slot allocations that can limit and further reduce the environmental impact of aircraft engine emissions; and
- e) urged States to harmonize their assessments by adopting the rules and guidance provided by CAEP, and in particular the CO<sub>2</sub> conversion factor in analysis of environmental benefits of implementing CNS/ATM enhancements.

**Action Item 44/15**

**Regional Cooperation**

Recognizing the need to sustain and encourage regional initiatives for the promotion of safety, security and other civil aviation matter the Conference urged States to:

- a) continue in providing close support to the existing regional/sub-regional arrangements .
- b) enhance coordination and cooperation between the various groupings and bodies in the Region

**Action Item 44/16**

**Technical Cooperation Programme**

Recognizing that States increasingly call upon ICAO to provide advice and assistance to implement SARPs and develop their civil aviation through the strengthening of their administration, the modernization of their infrastructure, procurement of equipment and the development of their human resources; the Conference:

- a) draws the attention of States to the assistance provided through national projects, sub-regional and regional projects executed by ICAO, such as, COSCAPs and CASPs;
- b) urged States to give high priority to the training of their national civil aviation technical operational and management personnel through the development of a comprehensive training programme; and
- c) reminds States of the importance of making adequate provision for such training and of the need to provide suitable incentives to retain the services, in their respective fields, of such personnel after they have completed their training.

**Action Item 44/17**

**Improving Accident Prevention in Civil Aviation**

In the effort to improve accident prevention with the expected growth in the civil aviation operations, the Conference;

- a) urged States, in adhering to the provisions of Annex 13 to the Convention on International Civil Aviation, to take prompt action to notify, investigate and report on aircraft accidents and incidents and disseminate the information, including safety recommendations;
- b) urged States to undertake every effort to enhance accident prevention measures, particularly in the areas of certification, safety management, information feedback and safety analysis and to implement voluntary and non-punitive reporting systems, so as to meet the new challenges in managing flight safety, posed by the anticipated growth; and
- c) urged States to cooperate in sharing resources and expertise particularly by States who are able to provide the assistance.

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<b>ADMINISTRATIONS/ ORGANIZATIONS</b>	<b>NAME/DESIGNATION/ADDRESS</b>	<b>TEL/FAX/E-MAIL</b>
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<b>ADMINISTRATIONS/ ORGANIZATIONS</b>	<b>NAME/DESIGNATION/ADDRESS</b>	<b>TEL/FAX/E-MAIL</b>
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<b>ADMINISTRATIONS/ ORGANIZATIONS</b>	<b>NAME/DESIGNATION/ADDRESS</b>	<b>TEL/FAX/E-MAIL</b>
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<b>ADMINISTRATIONS/ ORGANIZATIONS</b>	<b>NAME/DESIGNATION/ADDRESS</b>	<b>TEL/FAX/E-MAIL</b>
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<b>ADMINISTRATIONS/ ORGANIZATIONS</b>	<b>NAME/DESIGNATION/ADDRESS</b>	<b>TEL/FAX/E-MAIL</b>
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**Appendix B**

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**LIST OF DISCUSSION AND INFORMATION PAPERS**

<b>REF.</b>	<b>TITLE</b>	<b>PRESENTED BY</b>
<b>AGENDA ITEM 1</b>	<b>THEME TOPIC:</b> <i>“Sustainable practices for safety and security management systems”</i>	
DP/1/1	Sustainable Practices for Safety Management Systems	ICAO
DP/1/2	Security Management Systems	IATA
DP/1/3	The ICAO Global Aviation Safety Plan (GASP)	ICAO
DP/1/4	U.S. Approach to Safety Management System (SMS) Implementation at Airports	United States of America
IP/1/5	SMS Regulation and Assessment for Air Operators and Maintenance Organisations	Singapore
DP/1/6	Business Aviation Safety Strategy	IBAC
DP/1/7	U.S. Approach to Safety Management System (SMS) Implementation: Commercial Air Operators and Approved Maintenance Organizations	United States of America
IP/1/8	New Zealand's Implementation of SMS	New Zealand
DP/1/9	SEMS Development in New Zealand	New Zealand
IP/1/10	Improving Operational Procedures and Application of Safety Management System	Pakistan
DP/1/11	Safety Enhancement Initiatives and Practices in Nepal	Nepal
DP/1/12	Achieving Sustainable Safety Management Through Effective Regulation	Australia
DP/1/13	Security Management System of CAAC	People's Republic of China
IP/1/14	Implementation of SMS at Airports in China	People's Republic of China
IP/1/15	Implementation of Safety Management System (SMS) in Japan	Japan
IP/1/16	Evaluating Safety Management System Implementation	Canada
IP/1/17	Implementation of SMS in China	People's Republic of China

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REF.	TITLE	PRESENTED BY
<b>AGENDA ITEM 2</b>		
<b>REVIEW OF ACTION ITEMS ARISING FROM THE 43<sup>rd</sup> CONFERENCE</b>		
DP/2/1	Responses from Administrations to Action Items Arising from the 43rd Conference of Directors General of Civil Aviation, Asia and Pacific Region	ICAO
DP/2/2	Filing of Differences to ICAO Standards and Recommended Practices	ICAO
DP/2/3	Working Towards Enhanced Cooperation and Representation for the Asia Pacific Regions Asia Pacific Consultative Link	Australia
<b>AGENDA ITEM 3</b>		
<b>AIR NAVIGATION PLANNING AND IMPLEMENTATION</b>		
DP/3/1	APANPIRG Activities - Outcomes of APANPIRG/18	ICAO
DP/3/2	Implementation of Air Traffic Flow Management (ATFM) in Bay of Bengal and South Asia	ICAO
DP/3/3	Aerodrome Certification and Status of Implementation in the Asia/Pacific Region	ICAO
IP/3/4	Operation of Air Traffic Flow Management	Pakistan
DP/3/5	Report on Reduced Vertical Separation Minimum (RVSM) Implementation in the Asia and Pacific Region	ICAO
IP/3/6	Work Programme of ICAO ANC Panels Related to Global ATM Systems	ICAO
IP/3/7	Air Traffic Flow Management - A Concept	United States of America
IP/3/8	Establishment of the TRASAS	ICAO
DP/3/9	Progress Report on Unmanned Aerial vehicle Work (UAV)	ICAO
IP/3/10	Establishment of the National Working Group for PBN and GNSS Implementation	Thailand
IP/3/11	History of Aerodrome Licensing and New Aerodrome Certification Regime in Thailand	Thailand
DP/3/12	Bay of Bengal Cooperative Air Traffic Flow Management System (BOBCAT)	Thailand
DP/3/13	Recent Progress in the SESAR European Air Traffic Management Modernisation Programme	France

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<b>REF.</b>	<b>TITLE</b>	<b>PRESENTED BY</b>
DP/3/14	Modernization of the Tahiti Air Control Centre	France
DP/3/15	Implementation of Performance Based Navigation	IATA
DP/3/16	Implementation of Performance Based Navigation	ICAO
DP/3/17	Prospects of Himalayan Route	Nepal
DP/3/18	Regional Approaches to Regional Challenges in ATM	CANSO
DP/3/19	Consideration of CANSO Working Papers by the 36th Session of the ICAO Assembly	CANSO
DP/3/20	ATC Assurance for 2008 Beijing Olympics	People's Republic of China
IP/3/21	Complex Weather in Plateau Airports and Its Adverse Impact on the Air Transportation in the Tibetan Plateau	People's Republic of China
IP/3/22	RVSM Implementation Plan and Flight Level Harmonization in China	People's Republic of China
IP/3/23	PBN Implementation Plan of Republic of Korea	Republic of Korea
IP/3/24	Implementation of Performance-Based Navigation System Procedures-Capacity Enhancement Initiatives at Mumbai and Delhi Airports	India
<b>AGENDA ITEM 4</b>	<b>CNS/ATM IMPLEMENTATION ACTIVITIES</b>	
DP/4/1	Review of the Third Edition of the Global Air Navigation Plan (DOC 9750) and Revision Proposal for Regional Plans	ICAO
DP/4/2	Regional Preparatory Activities for WRC-2007 and Outcome of APT APG/5 for WRC-2007	ICAO
IP/4/3	CNS/ATM Implementation Activities in Nepal	Nepal
DP/4/4	Continued Evolution of a Performance-Based Global ATM System	ICAO
IP/4/5	Federal Aviation Administration (FAA) Automatic Dependent Surveillance - Broadcast (ADS-B) Program Office Roadmap	United States of America
DP/4/6	Update of CNS/ATM Development in Hong Kong, China	Hong Kong China
IP/4/7	Terminal Aeronautical GNSS Geodetic Survey Program (TAGGS) Update in the Asia Pacific Region	United States of America

**Appendix C**

<b>REF.</b>	<b>TITLE</b>	<b>PRESENTED BY</b>
DP/4/8	Terminal Aeronautical Global Navigation Satellite System (GNSS) Geodetic Survey Program Collaboration in the Asia Pacific Region	United States of America
DP/4/9	Implementation of GNSS Legal Recording in France	France
DP/4/10	ADS-B Policy	IATA
IP/4/11	U.S. Space-Based Positioning, Navigation and Timing (PNT) Policy	United States of America
IP/4/12	Continuation Training and Support for Qualified Air Traffic Controllers in Hong Kong, China	Hong Kong China
IP/4/13	Application of ADS-B System in Civil Aviation Flight University of China	People's Republic of China
IP/4/14	ATN Introduction and Development	People's Republic of China
IP/4/15	Progress and Plan of China on Airspace Classification and Use of WGS-84 Coordinate System	People's Republic of China
IP/4/16	Implementation of RNAV in Japan	Japan
IP/4/17	Asia Pacific Economic Cooperation (APEC) GNSS Implementation Team (GIT)	Japan
IP/4/18	Progress of CNS/ATM Implementation in Myanmar	Myanmar
IP/4/19	Implementation Status of CNS/ATM Systems in India	India
IP/4/20	IATA/CANSO Working Together	IATA and CANSO
<b>AGENDA ITEM 5</b>	<b>AVIATION SAFETY</b>	
DP/5/1	Implementation of Language Proficiency Requirements	ICAO
DP/5/2	Keeping Families Informed on the Progress of a Safety Investigation	France
DP/5/3	Progress Report on Regional Cooperation on Accident Investigation	ICAO
DP/5/4	Provision of Airspace Safety Monitoring Services in Asia and Pacific	ICAO

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<b>REF.</b>	<b>TITLE</b>	<b>PRESENTED BY</b>
DP/5/5	Progress Report on the Implementation of the ICAO Universal Safety Oversight Audit Programme (USOAP) Under the Comprehensive Systems Approach	ICAO
DP/5/6	Search and Rescue Matters	ICAO
DP/5/7	Progress Report on the Implementation of the ICAO Unified Strategy Programme (USP)	ICAO
DP/5/8	Progress Report on the Implementation of the Recommendations of the Directors General of Civil Aviation Conference on a Global Strategy for Aviation Safety (DGCA/06)	ICAO
DP/5/9	Compliance with AIRAC System	ICAO
DP/5/10	Sharing of Safety Oversight Information on Maintenance Organisations	Hong Kong China
DP/5/11	Implementation of English Language Proficiency Assessment in New Zealand	New Zealand
IP/5/12	Status of Engineered Materials Arresting System installations in the United States	United States of America
IP/5/13	Runway Safety Area Improvements in the United States	United States of America
IP/5/14	Automating Operational Contingency Planning	United States of America
IP/5/15	Singapore's Contribution to Aviation Safety through Training	Singapore
IP/5/16	Risk-Based Approaches to Aviation Safety: The New Zealand System	New Zealand
DP/5/17	Challenges in Enhancing Surveillance of Foreign Aircraft Operations - The Experience of Hong Kong, China	Hong Kong China
IP/5/18	EU Legislation Imposing Restrictions on Airlines Due to Non Compliance with International Standards	United Kingdom
DP/5/19	Implementing ICAO English Language Proficiency Requirement Standards in Malaysia	Malaysia
DP/5/20	Regional Use of the Global Aviation Safety Roadmap	Australia, Indonesia, Papua New Guinea and Timor-Leste
IP/5/21	Implementing the Multi-Crew Pilot Licence (MPL) in Australia	Australia

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**Appendix C**

<b>REF.</b>	<b>TITLE</b>	<b>PRESENTED BY</b>
IP/5/22	Self Administration of Certain Segments of the Aviation Industry in Australia	Australia
DP/5/23	Drug and Alcohol Testing Program for the Australian Aviation Industry	Australia
IP/5/24	Enhancing Civil Aviation Safety	Brunei Darussalam
IP/5/25	Implementation of ICAO English Language Proficiency Requirements in Singapore	Singapore
DP/5/26	Implementation of ICAO Language Proficiency Requirements on Pilots and Air Traffic Controllers in China	People's Republic of China
DP/5/27	Recommendations on Improving Annex 14 of Chicago Convention	People's Republic of China
IP/5/28	China's Experience on Strengthening Wildlife Management at Airports	People's Republic of China
IP/5/29	Aviation English Language Proficiency Interviewer/Rater	Thailand
IP/5/30	ICAO Universal Safety Oversight Audit: China's Experience	China
IP/5/31	Aviation Safety Week Brunei Darussalam, 10 - 13 December 2007	Brunei Darussalam
IP/5/32	Experience in the Implementation of Aviation Language Proficiency Requirements for Pilots and Air Traffic Controllers and Improvements Strategies	Republic of Korea
IP/5/33	Regulatory Monitoring of Low Cost Carrier Operations	Viet Nam
<b>AGENDA ITEM 6</b>	<b>AVIATION SECURITY</b>	
DP/6/1	Progress Report on the ICAO Universal Security Audit Programme	ICAO
DP/6/2	Aviation Security Enhancement and Training Efforts in the Asia/Pacific Region	ICAO
DP/6/3	ICAO Guidelines for the Carriage and Screening of Liquids, Aerosols and Gels at International Airports and Status of Implementation in Asia/Pacific Region	ICAO
DP/6/4	Progress Report on the Cooperative Aviation Security Programme in the Asia and Pacific Region (CASP-AP)	ICAO

<b>REF.</b>	<b>TITLE</b>	<b>PRESENTED BY</b>
DP/6/5	Role of the Pilot within the Onboard Security-System	IFALPA
DP/6/6	Implementation of ICAO Guidelines on Security Measures on Liquids, Aerosols and Gels at Hong Kong International Airport	Hong Kong China
DP/6/7	Using Innovative and Sustainable Approaches to Aviation Security	United States of America
DP/6/8	Security of Aircraft Catering Supplies and Stores	Malaysia
IP/6/9	Status of Aviation Security Related Activities in Nepal	Nepal
IP/6/10	Enhancement of Aviation Security in Brunei Darussalam to Ensure Safe Development of Air Transportation	Brunei Darussalam
DP/6/11	Strengthening Liquids Screen	People's Republic of China
IP/6/12	Brief Introduction of Air Marshal System in China	People's Republic of China
IP/6/13	Introduction of National Aviation Security Audit System of China	People's Republic of China
DP/6/14	Regional Cooperation and Capacity Building	Australia
IP/6/15	Lessons Learned in Australia on the Approach to Liquids, Aerosols and Gels	Australia
IP/6/16	Developments of Aviation Security in Myanmar	Myanmar
IP/6/17	Update on UK Aviation Security	United Kingdom
IP/6/18	MANPADS Vulnerability Assessment	Republic of Korea
IP/6/19	Harmonized Application of LAGs Control (Including the Usage of STEB)	Republic of Korea
IP/6/20	Application of Security Service Brand "A-Pass" to Enhance Service Level in Korea Airports	Republic of Korea
IP/6/21	Efforts by Viet Nam to Control Liquids, Aerosols and Gels (LAGS) Taken on Board Aircraft	Viet Nam
<b>AGENDA ITEM 7</b>	<b>AIR TRANSPORT</b>	
DP/7/1	Machine Readable Travel Documents - Optimising Security and Efficiency Through Enhanced ID Technology	ICAO
DP/7/2	Environmental Benefits of CNS/ATM Systems	ICAO

**Appendix C**

<b>REF.</b>	<b>TITLE</b>	<b>PRESENTED BY</b>
IP/7/3	Progress of the Airport Cooperative Research Program (ACRP)	United States of America
IP/7/4	U.S. Next Generation Air Transportation System (NextGen)	United States of America
IP/7/5	Air Transport Development of Brunei Darussalam	Brunei Darussalam
IP/7/6	Machine Readable Passports in China	People's Republic of China
IP/7/7	Progress and Challenges of China's International Air Transport	People's Republic of China
IP/7/8	Reinforce Management to Prevent the Spread of Communicable Diseases Through Air Travel	People's Republic of China
IP/7/9	Some Recent Developments in ICAO's Work in the Field of Air Transport	ICAO
IP/7/10	Status of Development of Air Transport in Myanmar	Myanmar
IP/7/11	Increasing Efficiency and Reducing Greenhouse Gas Emissions in the Oceanic Environment	United States of America
IP/7/12	Report on Implementation Status of the Convention on International Civil Aviation Annex 9 (Facilitation)	Republic of Korea
IP/7/13	Report on Recent Civil Aviation Developments in the Republic of Korea	Republic of Korea
IP/7/14	Airlines Substantial Ownership and Effective Control: International Relationship and National Control	Viet Nam
IP/7/15	Airports of Viet Nam Present and Future Development	Viet Nam
IP/7/16	Southern Airports Authority of Viet Nam	Viet Nam
IP/7/17	Policy Initiatives for Enhancing International Air Connectivity	India
<b>AGENDA ITEM 8</b>	<b>TECHNICAL COOPERATION</b>	
DP/8/1	ICAO Technical Co-operation Programme Interventions in Asia and Pacific Region	ICAO
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<b>REF.</b>	<b>TITLE</b>	<b>PRESENTED BY</b>
DP/8/3	Report on the Cooperative Arrangements for Preventing the Spread of Communicable Diseases through Air Travel (CAPSCA)	ICAO
IP/8/4	New Zealand and Australia Mutual Recognition of Aviation Related Certification	New Zealand
IP/8/5	Experience of the SMS Use and Sharing the System with Other States	Republic of Korea
IP/8/6	Experiences of Viet Nam in Preventing Infectious Diseases by Airway	Viet Nam
<b>AGENDA ITEM 9</b>	<b>OTHER BUSINESS:</b>	
	<b>a) Theme Topic for the 45<sup>th</sup> Conference of DGCA's</b>	
DP/9A/1	Possible Theme Topic for the 45 <sup>th</sup> Session of the Conference	ICAO
DP/9A/2	Suggested Theme Topic and Agenda Items for the 45th Conference of the Asia Pacific DGCA's	Australia
	<b>b) Endorsement of Action Items Arising from the Present Conference</b>	
DP/9B/1	List of Action Items Arising from the Present Conference	ICAO
	<b>c) Any Other Matters</b>	
DP/9C/1	Schedule of Meetings/Seminars/Workshops to be Convened in 2008 by the ICAO Asia and Pacific Office	ICAO
DP/9C/2	Schedule of Conferences of Directors General of Civil Aviation, Asia and Pacific Region in the Foreseeable Future	ICAO
IP/9C/3	Concept of an Executive or Steering Committee	Australia
IP/9C/4	Annual Report of the Montreal Group of Asia-Pacific Council Representatives	Australia on behalf of the Montreal Group of Asia-Pacific Council States)

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**Speech by Vice Minister Yang Guoqing at the 44th Conference of Directors General  
of Civil Aviation (DGCA) Asia & Pacific Region, Xi'an, China**

Distinguished President of the Council of the International Civil Aviation Organization (ICAO),  
Mr. Roberto Kobeh Gonzalez,

Distinguished Chairman Mr. Yang Guoqing,

Distinguished Regional Director of ICAO Asia & Pacific Office, Mr. Shah,

Dear Colleagues,

It gives me great pleasure to meet with all of you in the beautiful yet ancient city, Xi'an to discuss about key and hot issues of civil aviation development in the Asia Pacific region and to work together to improve aviation cooperation among countries in this region. First of all, on behalf of CAAC and its Minister, Mr. Yang Yuanyuan, I'd like to extend warm welcome to all the colleagues and friends attending this conference. I also want to express our gratitude to the civil aviation community in Asia Pacific and ICAO for your support and cooperation in the development of China's civil aviation.

Since 1960 when the first conference of DGCA Asia& Pacific Region was held, this conference has become an effective mechanism to maintain and promote civil aviation cooperation in this region. It has also served as an important platform to have dialogues, share experience, enhance mutual understanding and conduct pragmatic cooperation in this industry. Since last conference, the cooperation in civil aviation in the Asia Pacific region has further developed. Countries in this region have enhanced their mutual understanding and their cooperation in aviation safety, security, air traffic control has yielded new fruits, which consolidates the foundation of the long-term development of civil aviation in the Asia Pacific region.

Dear Colleagues,

At present, the economy in the Asia Pacific region has maintained a steady increase and countries have closer relations with more interdependence and the expansion of common interests. All kinds of dialogue and cooperation mechanisms are playing a very active role in the region. Powered by economic development, air transport in the Asia Pacific region is growing very fast, which makes this region the most dynamic one with most development potentials in the world civil aviation. It is fair to predict that with the sustained and steady economic growth, air transport development in Asia Pacific will embrace unprecedented opportunities. On this new historical point, civil aviation authorities in this region need to conduct more extensive and further cooperation in all fields.

Meanwhile, we have noticed that problems still exist in the development of civil aviation industry in the region, for example, uneven development, grave situation of flight safety, terrorist activities, infectious diseases and other non-traditional security threats are becoming increasingly conspicuous, which poses new challenges to countries, especially developing countries. How to ensure aviation safety, narrow development gap and promote common development are very significant tasks faced by the civil aviation industry in Asia Pacific.

This conference has taken "Sustainable Practices for Safety and Security Management Systems" as its theme to address issues of aviation safety and security in the Asia Pacific region. Those issues not only concern the sustainable, rapid and healthy development of civil aviation industry in Asia Pacific, but also the economic prosperity in this region and world civil aviation development. Therefore, they are of great significance.

**Attachment 1**

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Dear Colleagues,

With China's sustained and rapid social and economic development, its remarkable development in civil aviation is there for the world to see. In 2006, China's total air traffic turnover, passenger traffic and cargo and mail traffic have respectively amounted to 30.58 billion ton kilometers, 160 million and 3.493 million tons. Their average annual increase from 1978 to 2006 are 18%, 16.3% and 15.4%. At present, air routes for scheduled services totaled over 1300. All types of transport aircraft amounted to 1100 and there are 147 airports in operation. China's civil aviation safety has been enhanced. Especially since the 1980s, accident rate has dropped despite the rapid increase of air traffic volume. The accident rate has decreased from 5.42 times per million flying hours during the 6<sup>th</sup> five-year plan period (1981-1985) to 0.29 times per million flying hours during the 10<sup>th</sup> five-year plan (2001-2005) period. Since November 21<sup>st</sup>, 2004, China's civil aviation has recorded nearly 9 million safe flying hours.

The rapid development and improved safety of China's civil aviation benefit from its constant improvement of aviation safety management and security management systems. According to the Convention on International Civil Aviation and its Annexes, the implementation of safety management system is in full swing in Chinese airlines and other relevant agencies to improve risk control abilities. We have worked hard to fully implement SMS in China and to establish a SMS that is in line with ICAO requirement and fits China's national conditions. We also attach much importance to safety management and strengthen the development of regulations and standard systems. 83 regulations out of the existing 119 ones deal with safety management and they also conform to ICAO standard and recommended practices. Those regulations provide legal basis in the areas of flight standards, airworthiness, accident investigation, airport safety, aviation security and air traffic control, etc..

In aviation security management, we have explored and set up our own aviation security audit system and issued a series of rules and regulations according to ICAO security audit model for contracting states since 2004. Up till now, over 20 airports have had such aviation security audit. To deal with terrorism, a leading group on handling hi-jacking was set up in 2000. It is responsible for coping with terrorist attacks on civil aviation and other unlawful interference incidents. In 2004 and 2006, anti-hijacking exercises were held in Urumqi and Shenzhen airports respectively. A new air marshal team was set up to be in charge of safety and security on aircrafts.

Dear Colleagues,

Today's global civil aviation is undergoing profound changes. The trend of air transport liberalization, regionalization and alliance is unfolding. The pressure of flight safety, grave traditional and non-traditional security threats still exist, which pose great challenges as well as opportunities for civil aviation in Asia Pacific. In such a complex situation, countries in the Asia Pacific region have cooperated with each other, seized opportunities and overcome challenges, which brought about great achievement in promoting civil aviation development and aviation safety in past years. In the future, to address issues in the civil aviation in Asia Pacific, we should take opportunities and face challenges so that we can cooperate and achieve common development. I'd like to propose the following recommendations on future aviation safety and security management in the Asia Pacific region:

Firstly, strengthening the coordination of regulations and standards for aviation safety and security management among countries in the region. The rapid regionalization of air transport in Asia Pacific is requiring the integration of rules and regulations of aviation safety and security management. Countries in the region should coordinate regulations of aviation safety and security management following ICAO standards and taking the reality of civil aviation in Asia Pacific into consideration. Rules and regulations should be coordinated to integrate with each other to make the aviation safety and security management in the region systematic and scientific, thus propelling the sustained and healthy development of air transport in the Asia Pacific region.

Secondly, strengthening aviation safety and security management cooperation among countries in Asia Pacific. International air transport requires that aviation safety and security is related to interests of all parties and involves cooperation of all countries. In aviation safety and security management, helping others is to help oneself. Only cooperation can produce reciprocity and win-win outcome. We call upon developed countries in the region to take further actions to help developing countries in aviation safety and security capacity building to enhance their management capabilities. We advocate exploring new ways of reciprocal and win-win cooperation in aviation safety and security management within the regional or bilateral mechanism to jointly face all kinds of challenges. China will work together with other countries in Asia Pacific on aviation safety and security management to share experience and achievements with them.

Dear colleagues,

Narrowing down development gap and promoting common development are our starting point and goal. I believe that as long as we seize opportunities, deepen our cooperation and work together, we will have a harmonious and prosperous future of civil aviation in the Asia Pacific region.

Finally, I officially announce the opening of the 44th Conference of Directors General of Civil Aviation (DGCA) Asia & Pacific Regions and wish this conference a complete success!

Thank you all!

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**Vice Governor of Shaanxi Province, Mr. Hong Feng's Speech at the  
44<sup>th</sup> Conference of DGCA Asia & Pacific**

Distinguished President of the Council of the International Civil Aviation Organization (ICAO),  
Mr. Roberto Kobeh Gonzalez,

Distinguished Vice Minister of General Administration of Civil Aviation (CAAC), Mr. Yang  
Guoqing,

Distinguished Guests,

Ladies and Gentlemen,

Good morning,

We are very happy that today marks the opening of the 44<sup>th</sup> Conference of Directors General of Civil Aviation Asia & Pacific Region., Please allow me on behalf of the generous and hospitable people in Shaanxi to express congratulations on the opening of this conference and warm welcome to all honorable guests. As the host and one of the organizers of this conference, the provincial government of Shaanxi regards hosting and organizing the 44<sup>th</sup> Conference as a great opportunity to present Shaanxi to the world, to promote the opening up of our province and the development of civil aviation. On such an occasion, on behalf of the people's government of Shaanxi Province, I'd like to send our gratitude to ICAO, CAAC and other parties concerned for providing us with such a great opportunity.

Shaanxi is one of the important cradles of Chinese civilization. It used to be the political, economic and cultural center of 13 dynasties in Chinese history. World renowned "Silk Road" starting from ancient Xi'an, introduced economic and cultural exchanges with profound influence between oriental and western countries and this road has been a popular route for cultural exchanges between China and other countries in Asia and Europe. Up till now, the language of the Zhou Dynasty, the costume of the Qin Dynasty and the etiquette/protocol of the Tang Dynasty still exist in some Asia/Pacific countries and regions, reflecting and carrying on the deep cultural connections between the people in Shaanxi and other peoples in this region. Therefore, it is fair to say that our province is the first to be opened to the outside world in China. I believe that hosting this conference in Xi'an will undoubtedly exert positive and far-reaching impacts on mutual understanding and cooperation between Shaanxi or even western China and other countries in the Asia Pacific region.

Shaanxi has much strength in culture, resources, science and technologies with enormous development potentials in China. It pools abundant resources and culture and enjoys advantages in human resources and technologies. It is also the R&D and production center of aeronautics, astronautics, machinery

Electronics, information and agriculture. Shaanxi has a rich cultural heritage and beautiful scenery and is known as a “natural historical museum”. Last year, about 1.06 million foreign tourists visited our province. Recent years have witnessed rapid economic development in Shaanxi. Over 200 multinational companies out of the top 500 in the world have invested or set branches in Shaanxi. Shaanxi is enjoying broad prospects of development.

As the host, we will do our best to serve the conference. At the same time, I hope that you can spend sometime touring around Shaanxi to enhance understanding, friendship and cooperation. With the rainbow set by air transport, we can work together to contribute to the prosperous development of the Asia Pacific Region and to the deepening of friendship among peoples in this region.

Ladies and Gentlemen,

A dynamic Shaanxi has long looking forward to the opening of this conference and wished it a complete success. I wish all the guests and friends a happy stay in Shaaxi.

Thank you very much!

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**Address by the President of the Council  
of the International Civil Aviation Organization (ICAO),  
Mr. Roberto Kobeh González  
to the 44<sup>th</sup> Conference of Directors General of Civil Aviation,  
Asia and Pacific Regions**

(Xi'an, China · 22 October 2007)

It is a pleasure to be here with you in Xi'an for the 44<sup>th</sup> Conference of Directors General of Civil Aviation of the Asia and Pacific Regions. I would like to thank our host country of China for the success of the coming Summer Olympics in Beijing.

We meet at a time when the global air transport system is strong and vibrant. We do face, however, an enormous collective challenge which can be summed up in one word: growth. World airline traffic is expected to increase steadily to the year 2025, by an average of 4.6 per cent annually for expected to grow the fastest of any other region. Our main challenge will be to manage this growth while maintaining the safety, security, sustainability and efficiency of civil aviation.

Throughout the Asia and Pacific Regions, billions of extra dollars will have to be invested in buying new aircraft, building for expanding airport facilities, modernizing air navigation systems, as well as hiring and training personal to ensure that system and facilities function at peak performance.

In the area of safety, participants emphasized transparency and sharing of information as fundamental to further improving safety. This was particularly evident in the very positive reaction to the newly-created Implementation Support and Development Programme – ISD, which also promotes regional safety oversight systems and assistance to States, safety information analysis and exchange, and partnership with Contracting States and other stakeholders for rectifying deficiencies identified through ICAO safety audits.

I was particularly sensitive to the comments of the Delegation of China which spoke of enhancing regional cooperation and regional institutions in striving for greater aviation safety in the Region. Regional and sub-regional safety oversight organization, where States pool their resources and together develop common solutions can lead to considerable economies of scale and make it easier for all States to discharge their responsibilities for safety oversight. A cooperative strategy can also involve partnership initiatives with other States, industry, air navigation service providers, financial institutions and other stakeholders. The regional approach has worked very well in other parts of the world and I am sure it can be as successful in Asia.

On the subject of security, the Assembly asked the Council to undertake a thorough review of the development process of security standards and to explore the possibility of holding special aviation security assemblies or divisional meeting to address security challenges in a more comprehensive manner. It also asked for a plan to integrate the Aviation Security Plan of Action into the Regular Programme Budget for the triennium 2011 -2013. At the same time, the Assembly was conscious of the need of facilitate the transfer of passengers at airports without compromising security. It emphasized the importance of training and adequate support in correcting deficiencies identified through the security audits. In keeping with the benefits of sharing of information, ICAO

will be working on a formula for the introduction of a limited level of transparency of security audit results, for greater coordination and effectiveness of measures.

As expected, environmental protection was the focus of much discussion at the Assembly, particularly around market-based options to reduce emissions. One of the main outcomes was the decision to create a new Group on International Aviation and Climate Change composed of senior government officials. The mandate of the Group is to develop over the next two years or so an aggressive ICAO Programme of Action on International Aviation and Climate Change, while taking into account potential implications of such actions for developing as well as developed countries.

The programme will formulate an implementation framework consisting of strategies and measures that Contracting States of ICAS can use to achieve emissions reductions. It will also identify fuel efficiency goals and means of measuring progress. I expect the recommendations of this Group will be a turning point in our efforts to minimize the effects of aviation on the environments, with innovative solutions and concrete results. The Assembly Resolution also requests the Council to convene a high-level meeting to review the Programme of Action recommended by the Group.

In the area of air navigation, the Assembly requested that ICAO ensure that the revised Global Air Navigation Plan be continuously updated in light of operational and technical developments and facilitate the development and monitoring of regional, sub-regional and national plans based on the Global Plan. There were a number of recommendations to improve other elements of air navigation in order to increase its effectiveness of operations worldwide.

Finally, with regard to economic issues, the Assembly asked ICAS to continue to play a leadership role in the liberalization of air transport, while assisting States in the provision of airport and air navigation services through sound policies. This will be the subject of a Conference on the Economics of Airports and Air Navigation Services scheduled to be held from 15 to 20 September 2008 and to which of course you are all invited.

I could spend much more time listing other major accomplishments of the Assembly, but I would like to suggest a common theme running through most of the Resolutions and decisions. It is the expressed desire of States for more guidance and more support from ICAO in the implementation of Standards and Recommended Practices as well as provisions of the Chicago Convention. There was also a clear signal that States want a strong and effective ICAO as the global regulator for international civil aviation.

In his presentation on increasing the effectiveness of the Organization, the Secretary General outlined a number of measures that point to the rapid transformation of ICAO in this direction.

In 2004, ICAO initiated a new management philosophy based on the concepts of performance, results, accountability and transparency in the pursuit of the Strategic Objectives approved by the Council. The change took into account the request of the Council to connect the Strategic Objectives to the Regular Programme Budget. This led to the creation of the ICAO Business Plan, which in effect translates each of the Strategic Objectives into specific Action Plans. This makes it possible to establish resources more effectively in the transition to results-based planning and results-based budgeting.

One aspect of special interest to States is the emphasis on functional and operational integration, both within Headquarters and with Regional Offices. In this way, ICAO, through its Regional Office in Bangkok for example, will be closer to States and be better positioned to assist in providing products and services.

ICAO is proud of the Technical Cooperation Programme. The number of Regional programmes and in-country projects under development and implementation now reaches more

than 100. This is as representative of the needs of States for assistance as it is of the importance attached to ICAO for resolving deficiencies and assisting Governments, airports, air traffic management service providers and airlines.

Of particular importance to States and ICAO are the regional cooperative programmes covering such important aviation issues as safety, security, meteorology, medicine and pandemic preparedness. These programmes work, as witnessed by the sizeable contributions from industry who realize their value for establishing policy dialogue, cooperating, achieving harmonization in compliance with Standards and Recommended Practices and collaborating with operators and service providers under the umbrella of ICAO.

Increasingly, States in the Asia and Pacific Regions are utilizing ICAO services in the provision of technical cooperation, such as advisory and operational assistance.

It is also clear that more and more administrations see the added value of ICAO assistance in the procurement of equipment needed to address infrastructure deficiencies or development requirements such as in airport construction or upgrading.

Air transport has much to bring to the world in terms of economic and social benefits. As expressed in the preamble to the Chicago Convention, international civil aviation can greatly help to create and preserve friendship and understanding among the nations and peoples of the world, yet it must be developed in a safe and orderly manner, and be established on the basis of equality of opportunity and operated soundly and economically.

During this Conference, you have the opportunity to advance these ideals in real terms for your Region and, in some way, for the rest of the world. I wish you success in your deliberations.

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**REMARKS BY THE REGIONAL DIRECTOR  
ICAO ASIA AND PACIFIC OFFICE  
MR. LALIT B. SHAH**

**44<sup>th</sup> CONFERENCE OF  
DIRECTORS GENERAL OF CIVIL AVIATION,  
ASIA AND PACIFIC REGION  
22-26 OCTOBER 2007  
XI'AN, CHINA**

Your Excellency, Mr. Yang Guoqing, Vice Minister, CAAC

Honourable President of Council of ICAO

Mr. Roberto Kobeh González

Honourable Vice Governor of Shaanxi Province, Mr. Hong Feng

Vice Ministers, Secretaries,

Fellow Directors General, Chief Executives,

Leaders of the Industry,

Distinguished Guests,

Ladies and Gentlemen,

I feel that I am truly blessed by you in allowing me, one more time, to stand amidst this gathering of the Asia/Pacific Civil Aviation Fraternity. I am deeply honoured to be with you and please accept my gratitude.

Vice Minister Yang Guoqing, we wish to thank you very much for your personal presence here and for gracing the opening of this important annual event in the Region.

We thank the Deputy Governor for your warm words of welcome and for the hospitality that has been extended to us in Xi'an, which is one of the oldest cradles of human civilization.

I also have the greatest pleasure in acknowledging the presence of the President of Council of ICAO, whose attendance will undoubtedly bring value to the Conference.

We are delighted to be back in China for the second time, after the 27<sup>th</sup> Conference which was held in Beijing in 1991.

You know that, I always take this opportunity to share some thoughts with you not necessarily technical as we will be taking them up during the actual proceedings of the Conference. Therefore I seek your kind indulgence for a moment.

When does History begin? It is tempting to reply 'In the beginning' but this answer is not helpful, because history is the one subject where you cannot begin at the beginning.

History is the story of mankind, of what it has done, suffered or enjoyed. The greatest prehistoric technical and cultural advances were made when someone learnt how to manage fire. The earliest available evidence of its use came from China.

We would be almost at fault to be gathered here in Xi'an and not be thinking about China's history and culture. The most striking act of China's history is that it has gone on for so long.

The physical theatre of Chinese history is vast, spectacular and breathtakingly beautiful. With nearly 1.2 billion people and a written language almost 4000 years old, its richness lies in the history and diversity of the people and their interdependence with their surroundings.

In this regard, it is all the more symbolic that the venue for the 44<sup>th</sup> Conference is Xi'an, where it is said that we enter history, probe culture and experience life. Xi'an known as Chang'an in the past is the starting point of the ancient Silk Road. In 119 B.C. a diplomatic mission, comprising 300 people set out on a journey to the western Regions. Carrying plentiful presents including silk, cloth, flocks and herds, golds, they travelled across 36 countries spanning Central Asia, Western Asia and finally reaching Europe. In the course of their journey, they spread civilization, friendship and good-will along the way.

Just think for a moment, isn't this what international civil aviation is all about? The modern day international civil aviation continues to carry the ethos and the essence of the spirit of those 300 people who set out on a journey in 119 B.C., albeit more quickly and effectively.

What they started in 119 B.C., the spread of civilization and friendship – we are required to preserve today. It is so apt that this essence is borne out in the Preamble to the Convention on International Civil Aviation signed at Chicago on 7 December 1944. They never reached Chicago, they only got as far as Athens and Rome, but I guess their message did get across to the wise authors of the Chicago Convention – whose Preamble also calls for preservation of friendship and understanding among the nations and peoples of the world.

Today, this friendship and sharing of good-will overarches 190 States in the Globe, with so many 'Silk Routes' in the sky, our version and testimony to what the 'Silk Road' started.

Your Excellency, we thank China very much for selecting Xi'an as the venue for the 44<sup>th</sup> DGCA Conference. The city carries with it a strong symbol of friendship.

Now let me turn to the 44<sup>th</sup> DGCA Conference. This morning, I will dwell on the value of the DGCA Conference. From 1960 in the Philippines to 2007 in China, we have come a long way visiting almost all of the major cities in the Asia/Pacific Region.

From the 1<sup>st</sup> DGCA Conference in Manila in 1960 to the 44<sup>th</sup> Conference in Xi'an, China today, the event has been around for 47 years. But this particular Conference is the 44<sup>th</sup> as we had a few breaks in the sixties. The year 2000 was unique as we had two Conferences in the same year; the Special 36<sup>th</sup> event kindly hosted by Singapore and the 37<sup>th</sup> regular event kindly hosted by New Zealand.

From the 14<sup>th</sup> Conference held in Kathmandu, Nepal, in 1978, there hasn't been a single break in this chain of events.

Let me go back five years to the 39<sup>th</sup> Conference in Cebu, Philippines, in 2002, where we paid our respects to Chief Lapu – Lapu in the Macatan Island.

The 40<sup>th</sup> Conference in Ulaan Baatar, Mongolia, in 2003 still brings us to our minds the beauty of 'Blue Mongolia' with the eternal blue sky hanging like a dome over the endless landscape. I would think that many of our champion wrestlers may have retired by now.

Then in 2004, we moved on to the 41<sup>st</sup> Conference on the shores of Hong Kong Special Administrative Region, a symbol of modernism and technology in the contemporary world and the financial hub of the Globe.

The 42<sup>nd</sup> Conference took us to Gold Coast, Australia, in 2005, where we experienced a very inspiring event.

For the 43<sup>rd</sup> Conference, we met in Bali, Indonesia, in 2006, one of the most exotic places with over 13,700 islands. Many of you may recall how in a single sitting we mastered the skill of playing the Angklung instrument under the masterful cueing of the young Conductor.

I wish to thank Indonesian Authorities for rescuing the 43<sup>rd</sup> Conference which ran the peril of being lost due difficult circumstances prevailing in Sri Lanka. I also thank Sri Lanka for your kind understanding.

From China, we move on to Malaysia in 2008 for the 45<sup>th</sup> Conference, then to Japan in 2009, Macao Special Administrative Region in 2010, New Caledonia, France, in 2011, and for the 49<sup>th</sup> Conference in Maldives in 2012.

The Directors General Conference is unique for its informal and cooperative approach. It allows the Directors General to discuss any issue pertaining to respective civil aviation needs openly and frankly and facilitates bilateral and regional cooperation in areas of common interest. The Forum also provides essential linkage for all aeronautical authorities of the Region to establish a very close and personal rapport with your counterparts which greatly facilitate coordination of civil aviation activities in the Region.

The 50<sup>th</sup> Conference comes in 2013 and should be made a special event. I am more than happy to inform you that DGCA Thailand, our kind host to the APAC Regional Office, has most graciously offered to host this special event. I am sure, Mr. Chaisak, the DG of Thailand may wish to highlight his offer in the course of this Conference.

Broadly speaking, how does the Conference serve us?

We:

- review and exchange information on matters of current interest in civil aviation;
- enhance coordination of civil aviation activities in the Region to facilitate implementation of ICAO activities;
- allow in-depth deliberations on one or two items of crucial importance to the Region as Theme Topics;
- develop specific action-items that are of common interest and importance to the Region;
- provide overall guidance, harmonization and coordinated application of Standards and Procedures in the Region;
- Continue to sustain the ownership of the implementation activities undertaken by APANPIRG inclusive of resolution to problems and deficiencies;
- Closely follow-up and coordinate issues of importance in a timely and orderly manner;
- Continue to crystallize political support for civil aviation in order to address evolving challenges.

The need to prompt political support for the optimum functioning of the Aeronautical Authorities as the State regulators on a sustainable basis does pose as one of the major challenges facing international civil aviation today.

I think it is very opportune for the Directors General to put their minds together collectively in evolving a regional strategy to acquire a position of strength within their respective administrations. Given the high level of regional cooperation that prevails, we must take full advantage of the situation and carry forward this task.

The Region is witnessing many transformations, high traffic growth, huge capital investments, impressive technological innovations in a Region which is spread so wide and is so diverse – in terms of distance, geography, culture, development and wealth; that all tasks ahead of us appear to be formidable.

Diversity is not only Asia/Pacific Region specific but is a global characteristic.

You may recall that in the year 2000, the world decided to launch a concerted attack on poverty at the UN Millennium Summit. Ambitious development goals were agreed upon by the world leaders and 2015 was set as the target for reaching most of these Millennium Development Goals.

While the world still struggles to achieve these Millennium Development Goals about 1.3 billion people in the world now live in absolute poverty with less than \$1 a day. The Asia/Pacific Region is home to a major portion of this sad situation. 2015 is not that far and there is a desperate call by the UN to catch up.

Interestingly enough, this call is symbolized by what is known as 'Stand up and Speak Out Campaign' against Poverty. This global campaign took place on 17 October 2007 to encourage governments to keep their promises. Last year 23.5 million people joined the event and set a new Guinness World Record.

The reason for drawing on this Campaign is not only because, a global tragedy is relevant to the world community as a whole – but also because – symbolically speaking – maybe it is time for the Directors General to Stand up and Speak out for support from their political masters in a more assertive and meaningful manner. In this regard, the leadership and the support you continue to provide nationally, regionally and globally, Your Excellency at the Ministerial level is very noteworthy and exemplary. Other Administrations may wish to learn from the experience so that they can stand up and speak out better.

There were times when the value of DGCA Conference was questioned, especially prompted by an overly strong focus on commercialization – a perception of trying to view everything and anything in financial returns. How we place value in this forum, the goodwill that is generated, the broad spectrum of topics that we cover, the opportunity of seeking advice and sharing experience on our particular problems during many social occasions, the reinforcing of collective ownership of all civil aviation activities in the Region, and simply being able to place a face behind a name not only makes it very rewarding at the personal level, but it also facilitates all future coordination.

Ladies and Gentlemen, I have dwelt on the value of the Asia/Pacific DGCA Conference because I share a strong conviction in its high value. The Forum may evolve to suit the changing circumstances, meet the calls of the rapidly evolving international civil aviation of today but the core tenet of the forum – Cooperative Value – will always be there to stay, as faces and players continue to change.

This cooperative value should be the legacy of the Asia/Pacific Region which may inspire other Regions as well.

The burden of carrying on this legacy rests with all of our dear Colleagues gathered here this morning. You are central to this task. The moral strength of this legacy needs to be transformed into concrete steps that have a direct bearing on effective implementation of ICAO provisions in order to meet the Strategic Objectives of the Organization.

I must say that the ICAO Asia and Pacific Regional Office is deeply honoured and gratified to be intrinsically associated with this annual event as an integral part – from its conception, birth, growth and its evolutionary journey into the future.

The quality and delivery of our work, both tangible and value added, are our most valuable assets. On behalf of the Regional Office, I wish to express my deepest gratitude for your commitment and let me assure you of our best efforts, continuing support and involvement at all times. With the DGCA Conference having been around for 47 years, the Forum has certainly matured with good grace, and recalling my earlier observation – that Forty is the old age of youth; and fifty the youth of old age, I might add that at sixty, youth is nowhere except in the head only.

Don't be alarmed, I am not speaking for any one of our veteran Directors General. It is said that to know how to grow old is the master work of wisdom and one of the most difficult chapters in the great art of living. Unfortunately, ICAO does not have any guidance on the aspect.

Your Excellency, once again, it is great to be in Xi'an, China, with CAAC, a truly valuable partner of the ICAO Asia/Pacific Regional Office. Please convey our deepest gratitude to all the Colleagues in your Administration who have worked very hard to put all of these excellent arrangements in place.

The 44<sup>th</sup> Conference will be another important step in bonding our cooperation and friendship. Please keep it alive in your hearts, my fellow colleagues.

I thank you very much for your attention and God bless.

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**Speech by Minister Yang Yangyuan, Minister, General Administration of Civil Aviation  
of China at the Closing Ceremony of 44<sup>th</sup> Conference of Directors General  
of Civil Aviation (DGCA) Asia & Pacific Region, Xi'an, China**

Dear Chairman,  
Dear ICAO Regional Director Mr. Shah,  
Dear colleagues and friends,

Thank you for giving me such opportunities upon the closing of the 44<sup>th</sup> DGCA conference, to express my most sincere greetings to all the delegates and colleagues who have attended this conference, and to express the sincere gratitude and appreciation to director Shah who have worked for the civil aviation industry in Asia-Pacific Region for years and provided guidance and assistance to the 44<sup>th</sup> DGCA conference hosted by General Administration of Civil Aviation of China in Xi'an. In the meantime, I am also very pleased to be present at the conference and extend my congratulations to the closing of the conference.

As Minister of General Administration of Civil Aviation of China, I am particularly interested in the theme of conference “ sustainable practices for safety and security management system”. Over years of reform, open-up and development, Chinese civil aviation industry has always considered linking the efforts to strengthen its own safety management with ICAO Standards and Recommended Practices as its primary task. I am especially pleased to see that as the effective means to system safety management, safety management system building has already been widely accepted among the civil aviation authorities in countries in Asia-pacific region and has made remarkable progress. Nearly one third airports out of 193 international airports that have been listed in Asia-Pacific navigation planning have implemented safety management system. In addition, in 12 action items identified by last conference, progress has been made to varying extent. The fact has shown that through the joint efforts of all civil aviation authorities in Asia-Pacific Region, the effectiveness of ICAO has been considerably enhanced. CAAC believes that the Global Aviation Safety Program that ICAO has updated recently provides the common framework for the reduction of accidents and risks in international civil aviation industry. It is conducive to harmonizing various stakeholders in improving global aviation safety policies and measures. Along with Global Aviation Safety Roadmap, it helps to guide the further reduction of accident number and accident rate in global civil aviation industry more effectively. Thus, the strategic objective of enhancing global civil aviation safety will be realized. CAAC will speed up formulating national aviation safety program within the framework of ICAO GASP and Roadmap.

Despite of the fact that in recent years, civil aviation industry in China has developed at fast rate and expanded on larger scale and made achievements in terms of safe operation and security capability, in current world with the co-existence of both opportunities and challenges, we are still faced with formidable and extensive challenges. Taking Chinese civil aviation as an example, how to enhance management level, train the professional technical staff and enhance the capabilities to cope with risks in the context of shortage of infrastructure, requires us to take the far-sighted and pro-active attitude to deal with and conduct the planning. We should also maintain the sober mind that Chinese civil aviation is still in the process of development, there is still a long way for it to go, in particular in areas of building and improving national air route network and enhancing international air transport capabilities. In order to deal with the opportunities and challenges in its future development in an active manner, address the legacies as well as the possible problems in its development, CAAC has put forward the concept of building the new generation of air transport system and major measures of building the harmonious civil aviation. Firstly, we should significantly enhance the capacity, capability and efficiency of air transport system, meet the growing demands and operational changes for air transport in the future 20-30 years; secondly, we should remarkably enhance the safety of air transport system to make our aviation safety

capabilities up to the level of the countries of advanced aviation development in the world; thirdly, we should enhance remarkably the air transport service capability and competitiveness, providing much safer, more timely, convenient and comfortable services for the vast number of passengers and cargo owners so as to promote the sustainable, healthy and harmonious development of Chinese civil aviation. Chinese civil aviation would like to share the experiences and lessons, enhance cooperation and coordination, learn from each other along with all the civil aviation authorities in Asia-Pacific Region in the process, and make our contribution to the development and progress of international civil aviation through our concerted efforts.

Thank you for your attention!

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