

45th Conference of Directors General of Civil Aviation
Asia and Pacific Regions

REPORT

Kuala Lumpur, Malaysia: 24 - 28 November 2008

45th Conference of Directors General of Civil Aviation
Asia and Pacific Regions

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45th CONFERENCE OF DIRECTORS GENERAL OF CIVIL AVIATION
ASIA AND PACIFIC REGIONS

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45th Conference of Directors General of Civil Aviation
Asia and Pacific Regions

PROGRAMME

Kuala Lumpur, Malaysia: 24 - 28 November 2008

PROGRAMME

Sunday, 23 November 2008

- 1200 - 2000 Registration of Conference Delegates
Venue: Hotel Lobby (Mandarin Oriental / Traders / Impiana KLCC)
- 2000 - 2200 Welcome Reception
Venue: Banquet Hall, East Wing

Monday, 24 November 2008

- 0900 - 0945 Late Registration of Conference Delegates
Venue: Registration Counter, East Wing
- 1000 - 1100 Opening Ceremony
Venue: Ballroom 1, East Wing
- 1100 – 1115 Group Photograph Session
Venue: Ballroom 2, East Wing
- 1115 – 1200 Refreshments
- 1200 - 1300 Conference Session
Venue: Ballroom 1, East Wing
- 1300 - 1400 Lunch
Venue: Ballroom 2, East Wing
- 1400 - 1530 Conference Session
Venue: Ballroom 1, East Wing
- 1530 - 1600 Coffee / Tea Break
- 1600 - 1730 Conference Session
Venue: Ballroom 1, East Wing
- 2000 - 2200 Official Dinner
Venue: Ballroom 2, East Wing

Tuesday, 25 November 2008

0830 - 1000	Conference Session Venue: Conference Hall 1 & 2, West Wing
1000 - 1030	Coffee / Tea Break
1030 - 1200	Conference Session Venue: Conference Hall 1 & 2, West Wing
1200 - 1330	Lunch Venue: Conference Hall 3, West Wing
1330 - 1500	Conference Session Venue: Conference Hall 1 & 2, West Wing
1500 - 1530	Coffee / Tea Break
1530 - 1700	Conference Session Venue: Conference Hall 1 & 2, West Wing

Wednesday, 26 November 2008

0830 - 1000	Conference Session Venue: Conference Hall 1 & 2, West Wing
1000 - 1030	Coffee / Tea Break
1030 - 1200	Conference Session Venue: Conference Hall 1 & 2, West Wing
1200 - 1330	Lunch Venue: Conference Hall 3, West Wing
1350 - 1500	Conference Session Venue: Conference Hall 1 & 2, West Wing
1500 - 1530	Coffee / Tea Break
1530 - 1700	Conference Session Venue: Conference Hall 1 & 2, West Wing
1930 - 2200	Dinner Venue: Crowne Plaza Mutiara

Thursday, 27 November 2008

1000 - 2030 Cultural Tour to Malacca

Friday, 28 November 2008

0830 - 1000 Conference Session
Venue: Conference Hall 1 & 2, West Wing

1000 - 1030 Coffee / Tea Break

1030 - 1130 Conference Session
Venue: Conference Hall 1 & 2, West Wing

1130 - 1200 Closing Ceremony
Venue: Conference Hall 1 & 2, West Wing

1200 - 1400 Lunch
Venue: Conference Hall 3, West Wing

1430 - 1915 Technical Tour

45th Conference of Directors General of Civil Aviation
Asia and Pacific Regions

AGENDA

Kuala Lumpur, Malaysia: 24 - 28 November 2008

AGENDA ITEMS

- Agenda Item 1: THEME TOPIC:

*“Cooperating towards enhanced aviation safety, security,
efficiency and environment”*
- Agenda Item 2: REVIEW OF ACTION ITEMS ARISING
FROM THE 44th 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 AND REGIONAL COOPERATION
- Agenda Item 9: OTHER BUSINESS
- a) Theme Topic for the 46th Conference of DGCA's
 - b) Endorsement of Action Items Arising from
the Present Conference
 - c) Any other Matters

45th Conference of Directors General of Civil Aviation
Asia and Pacific Regions

OPENING OF THE CONFERENCE

Kuala Lumpur, Malaysia: 24 - 28 November 2008

I) OPENING OF THE CONFERENCE

The 45th Conference of Directors General of Civil Aviation (DGCAs), Asia and Pacific Regions was hosted by the Department of Civil Aviation, Malaysia and was held at the Kuala Lumpur Convention Centre, Kuala Lumpur, Malaysia.

The Conference commenced with the official opening ceremony at 1000 hours on Monday, 24 November 2008. It was attended by 228 delegates from 34 States/Administrations and 5 International Organizations including observers.

The Director General of Civil Aviation Malaysia, Dato' Azharuddin Abdul Rahman extended a warm welcome to all the delegates of the 45th Conference of the Directors General of Civil Aviation of the Asia and Pacific Regions. The Director General also expressed his gratitude to the Minister of Transport, Malaysia and the President of the Council of ICAO for their participation in an important meeting of the civil aviation authorities of the Asia and Pacific Regions.

Dato' Azharuddin Abdul Rahman highlighted the significance of the Conference and stated that the event being held annually has become an important forum for the Asia and Pacific Regions civil aviation authorities for not only exchanging and sharing ideas but also a platform for cooperating and voicing issues pertaining to the safety and security of aviation. In view of the recent hike in oil prices and the uncertainty of the global economy, this year's Conference is very timely not only for the authorities but also for the industry as a whole. Whilst the industry is planning in cost cutting, the authorities need to stay abreast as it should not burden the industry. He stressed that this must be done without compromising flight safety and security.

Commenting on the logo that has been designed for the Conference, the Director General of Civil Aviation, Malaysia explained that the logo depicted the theme for the Conference "Cooperating towards enhanced aviation safety, security, efficiency and environment".

Welcoming the spouses of the Delegates to Malaysia the Director General hoped that they would all leave Malaysia with fond memories of their stay as every effort had gone into showing them a glimpse of the rich Malayan culture.

In closing the Director General of Civil Aviation, Malaysia expressed his happiness over the partnerships with the Government and the industry sectors which had rejuvenated the efforts that went into the preparations for the Conference. The Director General also conveyed his appreciation to the ICAO Asia and Pacific Office in Bangkok for their guidance and full support.

The full text of the speech of the Director General, Department of Civil Aviation, Malaysia is included as **Attachment 1** to this report.

Mr. Mokhtar A. Awan, Regional Director, ICAO Asia Pacific Office welcomed the dignitaries and the delegates to the 45th DGCA Conference in Malaysia.

The Regional Director thanked and commended the Conference host, the Department of Civil Aviation and the Government of Malaysia for the magnificent, elegant and generous arrangements. He thanked to the Hon'ble Minister of Transport, Malaysia for gracing the occasion. The Regional Director also expressed his gratitude to the Government of Malaysia and the Department of Civil Aviation for hosting the DGCA Conference in Malaysia for the third time since its inception. The earlier Conferences were held in Malaysia in 1976 and 1994.

Thanking the President of the ICAO Council, Mr. Roberto Kobeh González for gracing the Conference, the Regional Director stated that the President's presence had added value to the significance of this high profile gathering of civil aviation administrators.

Commenting on the history of the Conference, Mr. Awan stated that the Conference was unique in that it had evolved into a significant regional forum for informal exchange of views among the Directors General/Chief Executives of Civil Aviation of Asia/Pacific Region. The forum also provided an essential linkage for all the aeronautical authorities of the region in establishing a very close and personal rapport. It facilitated coordination of civil aviation activities in the region and provided overall guidance and harmonization in implementation of standards and procedures in the region. It further provided an insight to all the stakeholders in the region about the challenges and the need to build bridges for effective cooperation and fostering a better understanding of the issues facing the regional civil aviation community.

The full text of the ICAO Regional Director's speech is included as **Attachment 2** to this report.

In his address, the President of the Council of ICAO, Mr. Roberto Kobeh González thanked the Government of Malaysia and the Department of Civil Aviation for hosting the Conference. He expressed his delight at being able to attend the 45th Conference of Directors General of Civil Aviation of the Asia and Pacific Regions.

The President stated that the Conference was taking place at a time of upheaval around the world. The current global financial crisis and the volatility of fuel prices have combined to bring about structural changes to the air transport industry.

He however pointed out that the news is not all bad. ICAO's latest medium-term forecast points to an industry recovery by 2010. Financially, for the airlines of ICAO Member States, prospects are for an operating loss for 2008 and a return to profitability in 2009 and 2010. Passenger traffic should demonstrate lower than earlier anticipated growth in 2008 and 2009, with recovery in 2010.

Sharing his thoughts with the Conference, the President stated that in the past few years ICAO has adopted a more holistic perspective of safety management by addressing problems at source and investing precious resources where they are most likely to produce concrete and lasting results. He also apprised the Conference of the outcomes of the eight Accident Investigation and Prevention Divisional Meeting; the feasibility of a new approach based on the concept of continuous monitoring to be implemented at the end of the present USOAP cycle in 2010; and the ramification of the lack of skilled aviation personnel throughout the industry.

Talking of the challenges ahead the President informed the Conference that ICAO has initiated a four-point plan of action: one is to quantify the problem; second is to bring the ICAO Standards and Recommended Practices in line with modern training methodologies; third is to identify activities that supporting partners in the community can play; and fourth, is to provide a platform for the aviation community to come together around a common strategy.

The President highlighted that sound economic policies are also vital to managing the growth challenge. He informed the Conference of the ongoing work on the environment and more specifically climate change and stressed that all efforts must be directed to help achieve greater efficiencies while reducing greenhouse gas emissions.

In conclusion the President stated that 2008 marks the 60th Anniversary of the ICAO Asia and Pacific Regional Office. He extended to the Government of Thailand and to all

the States to which this Office is accredited ICAO's most sincere appreciation for their valuable support over the years.

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

Y. B. Dato' Sri Ong Tee Keat, Minister of Transport, Malaysia welcomed the participants of the 45th Conference of Directors General of Civil Aviation, Asia and Pacific Regions to Malaysia. The Minister recognized that the Conference of the Directors General of Civil Aviation has evolved into a significant forum for intra regional cooperation and enhanced coordination of Civil Aviation activities in the region. It allowed for in-depth deliberations as well as for an informal exchange of views on aviation matters.

The Minister appreciated the support of all Contracting States for Malaysia's candidature for election to the Council of ICAO during the 36th Session of the Assembly in September 2007. He pledge Malaysia's support to equitable solutions and to work for the benefit of all Contracting States together with other members of the Council. The Minister acknowledged the leading role of ICAO in developing strategies for a global response to aviation and expressed support and endorsement of the work done by ICAO in aviation.

The Minister stated that Malaysia is fully committed to the objectives of ICAO in enhancing global aviation safety, security and protecting the environment. Aviation safety remains Malaysia's top priority. In addition, as part of its efforts to enhance aviation security, Malaysia is working closely with Australia, the European Commission and IATA. He reiterated Malaysia's commitment to the ICAO Universal Safety Oversight Audit Programme and the Universal Security Audit Programme. On the Universal Security Audit Programme, Malaysia supports initiatives in introducing a limited level of transparency on findings and notification of unresolved deficiency. At the last session of the Assembly, Malaysia expressed its support and endorsed the work led by ICAO on environment protection. Malaysia is of the view that environment should be adequately and comprehensively taken into consideration at the different levels of aviation industry development. Malaysia will continue to actively monitor and initiate further environment friendly initiatives, measures and programmes in consultation with the industry to reduce the impact of aviation emissions.

Speaking about the introduction of the Continuous Descent Approach in consultation with the industry, the Minister offered to share Malaysia's experience at a later stage with other airports in the region.

Asia Pacific is important to aviation the Minister asserted. In terms of total traffic volume comprising passenger, freight and mail, 30 percent was carried by Asia Pacific Airlines. During the period from 1980 to 2007, the Asia Pacific Region registered an average growth rate of 7.5 per cent, the highest growth achieved by any region. In 2007, the international passenger traffic carried in Asia Pacific has grown by 6.6 percent. The Minister was confident that with the current rate of traffic growth, the Asia Pacific Region will soon become the largest air transport market.

The Minister highlighted that Aviation is a catalyst for economic development and economic factors have strong correlation with air travel. However, due to high price of aviation fuel and the recessionary environment it has become more difficult to forecast traffic growth. The forecast for 2009 continues to be increasingly pessimistic and much will depend on gross domestic product growth. Aviation today has become challenging and complex. The high cost of fuel was a wake-up call for the aviation industry and with the global financial crisis more and more countries are slipping into recession. The financial crisis is worse than predicted and aviation is now at a critical juncture. In facing these challenges and new realities, we need new levels of cooperation.

We need new ideas and effective decision making. Stake holders whether as regulators, airlines, airport operators or service providers must now work together to ensure the long term sustainability of aviation. There is a now a pressing need for the industry to be guided in the face of the new economic realities. He called on ICAO to again demonstrate its leadership role by carefully monitoring the potential impact on aviation stakeholders and initiating proactive measures to mitigate the negative impact of the new economic situation. ICAO must also generate consensus on measures to face the new challenges. Malaysia proposed that ICAO consider convening a conference to discuss the global financial crisis, its impact on aviation and the way forward.

Although enormous challenges lay ahead for aviation due to the global financial crisis, the Asia Pacific Region has faced similar challenges before, during the Asian financial crisis, the horrific events of September Eleven and the SARS outbreak, and recovered. The Minister was confident that the aviation industry will again show resilience and recover.

The Minister thanked everyone involved in organizing this Conference and declared open the 45th Conference of Directors General of Civil Aviation, Asia and Pacific Regions.

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

II) COMMENCEMENT OF CONFERENCE SESSIONS

The first working session of the Conference commenced at 1200 hours on Monday, 24 November 2008. The ICAO Regional Director, Mr. Mokhtar A. Awan, as Secretary of the Conference, once again welcomed all participants to the 45th Conference of Directors General of Civil Aviation, Asia Pacific Regions. He drew attention to the salient features of the Conference and highlighted the important issues before it.

III) ELECTION OF CHAIRPERSON

The ICAO Regional Director called for nominations for a Chairperson of the Conference. The Head of Delegation from the People's Republic of China, Mr. Yang Guoqing, Vice Minister, Civil Aviation Administration of China proposed Dato' Azharuddin Abdul Rahman, Director General of Civil Aviation, Malaysia to be the Chairperson of the 45th Conference of Directors General of Civil Aviation, Asia and Pacific Regions. He provided a brief resume of Dato' Azharuddin Abdul Rahman's illustrious career achievements and wide management experience and expressed confidence that Dato' Azharuddin Abdul Rahman would provide able leadership to the Conference.

Dato' Azharuddin Abdul Rahman 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 the proceedings of the Conference.

IV) ELECTION OF VICE-CHAIRPERSON

The Chairperson then called for nominations for the Vice-Chairperson. The Head of Delegation from India, Dr. Nasim Zaidi, Director General of Civil Aviation proposed Mr. Keiji Takiguchi, Deputy Director-General of Civil Aviation Bureau of Japan/ Head of Delegation of Japan for the position. This was supported by the Head of Delegation from the Philippines, Dr. Ruben F. Ciron, Director General, Civil Aviation Authority of the Philippines. Mr. Keiji Takiguchi was unanimously elected as Vice-Chairperson of the Conference.

V) ADOPTION OF THE AGENDA

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

VI) APPOINTMENT OF MODERATORS

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

SUBJECT	AGENDA ITEM	MODERATOR
Theme Topic	1	Mr. Lim Kim Choon Director General of Civil Aviation Civil Aviation Authority of Singapore
Review of Action Items arising from the 44 th Conference	2	Mr. Phala Dorji Director General of Civil Aviation Department of Civil Aviation of Bhutan
Air Navigation Planning and Implementation	3	Mr. Colman Shung-Ching NG Assistant Director-General of Civil Aviation Civil Aviation Department of Hong Kong, China
CNS/ATM Implementation Activities	4	Mr. Keiji Takiguchi Deputy Director-General Civil Aviation Bureau of Japan
Aviation Safety	5	Mr. Christopher Metts Director Federal Aviation Administration, Asia-Pacific United States of America
Aviation Security	6	Mr. Akuila Waradi Director of Civil Aviation Fiji
Air Transport	7	Mr. Simon W. H. Chan President Civil Aviation Authority of Macao, China
Technical and Regional Cooperation	8	Mr. Shane Carmody Deputy Chief Executive Officer Strategy and Support Civil Aviation Safety Authority of Australia

SUBJECT	AGENDA ITEM	MODERATOR
Other Business	9	
a) Theme Topic for the 46 th Conference of DGCA's	9a	Mr. Wilson Sagati Deputy Director, Aviation Safety Civil Aviation Authority of Papua New Guinea
b) Endorsement of Action Items Arising from the Present Conference	9b	Mr. Wilson Sagati Deputy Director, Aviation Safety Civil Aviation Authority of Papua New Guinea
c) Any other Matters	9c	Mr. Wilson Sagati Deputy Director, Aviation Safety Civil Aviation Authority of Papua New Guinea

VII) 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.

45th Conference of Directors General of Civil Aviation
Asia and Pacific Regions

Agenda Item 1:

THEME TOPIC:

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

Kuala Lumpur, Malaysia: 24 - 28 November 2008

AGENDA ITEM 1: THEME TOPIC:

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

Moderator: Mr. Lim Kim Choon
Director General of Civil Aviation
Civil Aviation Authority of Singapore

1.1 In introducing the Agenda Item, the Moderator suggested that delegates focus on the issues of *“cooperating towards enhanced aviation safety, security, efficiency and environment”*.

1.1.1 A total of sixteen (16) Papers were received under this Agenda Item and of these, nine (9) Discussion Papers were presented. The remaining seven (7) Information Papers are included in the Conference documents.

REF.	TITLE	PRESENTED BY
DP/1/1	Cooperating towards Enhanced Aviation Safety, Security, Efficiency and Environment	ICAO
DP/1/2	Pacific Aviation Safety Office	PASO
DP/1/3	The Socio-Cultural Challenges in an International Safety Investigation	France and Hong Kong China
DP/1/6	Regional Cooperation in Accident Investigation	Singapore
DP/1/7	Aviation Environmental Protection Efforts	Singapore
DP/1/8	Japan's Activities Relating to Aviation Safety, Security, Efficiency and the Environment, and Cooperation with Asia/Pacific States	Japan
DP/1/9	A Common Checklist and Database for Foreign Aircraft Surveillance	Singapore
DP/1/11	Implementing Continuous Descent Approach (CDA) in Malaysia	Malaysia
DP/1/13	Aspects of Cooperation in Air Navigation Services (ANS)	Malaysia

1.2 DP/1/1 COOPERATING TOWARDS ENHANCED AVIATION SAFETY, SECURITY, EFFICIENCY AND ENVIRONMENT

1.2.1 In this paper the ICAO Secretariat highlighted that cooperation between States and with international organizations is important in order to develop civil aviation in a safe and orderly manner. The paper described how the notion of cooperation is embedded in all levels of ICAO from the Convention on International Civil Aviation and its Annexes, through Assembly Resolutions, in the working methodology of the Regional Office, in technical cooperation between States, and in the Conclusions of DGCA Conferences. The Conference was invited to reaffirm that cooperation between States and with international organizations is essential in order to develop civil aviation in a safe and orderly manner and urged States and international organizations to spare no effort in cooperating with each other to enhance aviation safety, security, efficiency and environment.

1.3 DP/1/2 PACIFIC AVIATION SAFETY OFFICE

1.3.1 In this paper the Pacific Aviation Safety Office (PASO) described the organisation and detailed the approach taken in developing and implementing the objectives of this regional safety oversight organisation which serves 13 States in the South Pacific. The establishment of PASO will involve regional harmonization of regulatory rules, based on the New Zealand Civil Aviation rules. PASO is in the process of providing operational oversight activities within member States. Additional capacity for non-planned activity associated with oversight and technical assistance to States will be supplemented by New Zealand, Australia, and Fiji. PASO faces significant problems due to the distances between States in the South Pacific and the funding capability of many member States. The organization's future will depend on establishing its financial security. PASO encouraged States and regional stakeholders to cooperate and provide assistance where applicable.

1.4 DP/1/3 THE SOCIO-CULTURAL CHALLENGES IN AN INTERNATIONAL SAFETY INVESTIGATION

1.4.1 The safety investigation undertaken after an aviation disaster is rarely treated only at the national level. More often than not, it is a long-drawn process and presents a variety of challenges to those who work on it. It is essential to rise to these challenges in a spirit of cooperation to enhance effectiveness.

1.4.2 France and Hong Kong, China jointly presented an analysis of the socio-cultural challenges, based on their common experience, viewing them through the prism of safety investigation.

1.4.3 The paper suggests that, as a rule of thumb, never allow one's pride and prejudice to undermine the collaborative efforts of the investigators from different States. When the political cultures of the two states fail to harmonize in the process of the investigation, there could be many question marks regarding the objectivity of the final report. The differences in view on the conduct of accident investigation among the judicial authorities around the world are still big. Although ICAO has tried very hard to encourage harmony, these differences are significant and may even hamper the initiation of a proper safety investigation to begin.

1.4.4 Experience has shown that one needs to be sensitive to the expectations of the media and victims' families. The demand for information and support may differ greatly depending on the situations. Investigators of different cultures should be aware of the fact that the perceived common practices and common understandings may not work in a joint investigation. Noting that the experience and knowledge level may greatly vary from one State to another, the paper recommends that working in harmony would be the best practice.

1.4.5 The paper notes that due considerations and patience should be shown to the other party as manpower resources may likely be limited in the early stage of an accident scenario. Limitation in financial resources may also post great challenges to the ability to investigate.

1.4.6 It is also necessary to be prepared to agree upon who issues information related to the findings of the investigation, in particular the final report. This may lead to some confusion between international partners and requires clarification as soon as the investigation begins.

1.4.7 In addition, whether it is for the exchange of ideas or the write-up of the report, the investigators have to use a common language to communicate which is another challenge the investigators have to face working in an investigation with investigators from more than one state and the common language is not their first language.

1.4.8 The paper concludes that regular interaction between investigators to share experience and cultural perspectives needs to be encouraged.

1.5 DP/1/6 REGIONAL COOPERATION IN ACCIDENT INVESTIGATION

1.5.1 Inspired by the paper on the subject of investigation cooperation presented by France at the 43rd Conference of Directors General of Civil Aviation in Bali, Indonesia in December 2006, 10 member States of the Association of Southeast Asian Nations (ASEAN) concluded in May 2008 an ASEAN Memorandum of Understanding (MoU) on Cooperation relating to Aircraft Accident and Incident Investigation.

1.5.2 The paper noted that that structured and comprehensive accident investigations were essential for aviation safety, that the assistance provided by other States to a State with limited means could be an effective way of achieving a successful investigation, and that while cooperation during an investigation is provided for in Annex 13 to the Convention on International Civil Aviation, such cooperation may be reinforced by a written agreement. Given the continuous growth of the air transport industry, all States have a common interest in expeditiously improving the level of aviation safety through investigation to find the root causes of accidents and incidents. A MoU which provides a structured and comprehensive framework for air accident investigators to network and cooperate is one way to contribute to greater aviation safety enhancement.

1.5.3 Singapore invited the Conference to note the accident and incident investigation cooperation efforts of the ASEAN member States and consider the potential benefits of forging more such investigation cooperation arrangement.

1.6 DP/1/7 AVIATION ENVIRONMENTAL PROTECTION EFFORTS

1.6.1 In this paper Singapore proposed to affirm ICAO's efforts in addressing international aviation emissions and climate change issues, and to encourage States to share information on environmental best practices. As the lead agency in United Nations in all matters involving international civil aviation, ICAO is best positioned to address international aviation environmental issues and has demonstrated significant achievements in doing so. Assembly Resolution A36-22 further affirms ICAO's continued leadership on environmental issues relating to international civil aviation, including carbon emissions. In addition, Asia Pacific DGCA's and the ICAO Asia Pacific Regional Office have been active in regional cooperation to enhance air traffic management capacity and efficiency, which has led to significant positive impacts on the environment, by reducing aircraft fuel usage and carbon emissions.

1.6.2 This DGCA Conference presents an opportune time for Asia Pacific to reaffirm ICAO's leadership in international aviation emissions and climate change issues, including GHG emissions.

1.6.3 To facilitate further discussion among Asia Pacific States and industry stakeholders on environmental best practices, Singapore proposed that ICAO consider organising a one-day workshop on operational, infrastructural and technical mitigating measures, as well as technological solutions. Singapore would be pleased to host such a workshop.

1.7 DP/1/8 JAPAN'S ACTIVITIES RELATING TO AVIATION SAFETY, SECURITY, EFFICIENCY AND THE ENVIRONMENT, AND COOPERATION WITH ASIA/PACIFIC STATES

1.7.1 Japan presented a comprehensive report on their activities in enhancing aviation safety, security, efficiency and the environment, and promoting international cooperation.

1.7.2 In the area of aviation safety, Japan implemented system improvements and organization enhancement, such as the introduction of SMS, the collection of safety-related information and the enhancement of supervision of air carriers. In addition, Japan cooperates with Asia and Pacific States in enhancement of monitoring approved maintenance organizations, and the long-term dispatch of specialists.

1.7.3 Japan has aggressively worked on the enhancement of aviation security by complying with the ICAO SARPs and developing more enhanced security measures, including the Regulated Agent regime. Moreover, recognizing the importance of international cooperation, Japan is working on several international cooperative security activities in order to share information, propose the future policy, and support capacity building. Japan encourages countries to recognize the importance of international cooperation and implement internationally harmonized security measures.

1.7.4 With regard to the air traffic management efficiency, Japan has been progressively implementing programmes, such as implementation of area navigation (RNAV) and required navigation performance (RNP) procedures since September 2007, and formalization of bi-lateral coordination arrangement on air traffic control matters with neighboring States. The Conference noted that Japan and the U.S. implemented trial operations of 30NM lateral separation minimum using datalink in the North and Central Pacific, and of user preferred route (UPR) system between Japan and Hawaii segment in August 2008 as a result of Japan-U.S. close cooperation. Japan has also been actively engaged in organizing international events in Japan to support ICAO.

1.7.5 The Conference was informed that Japan is actively participating in the GIACC activities to develop the “ICAO Program of Action” to limit or reduce the environmental impact of aircraft engine emissions, and is promoting environment friendly airports "Eco airport", and other environmental measures in cooperation with ASEAN countries.

1.7.6 Japan indicated that a number of experts have been made available to other States as part of Japan’s international technical cooperation in the field of aviation.

1.8 DP/1/9 A COMMON CHECKLIST AND DATABASE FOR FOREIGN AIRCRAFT SURVEILLANCE

1.8.1 On 3 March 2008, ICAO adopted new Standards (effective 20 November 2008) requiring Contracting States to conduct surveillance of foreign air operators. Singapore would like to propose two areas to further strengthen the framework for foreign operator surveillance, namely: 1) the adoption of a common ramp inspection checklist, and; 2) the creation of a common database for States to share surveillance data.

1.8.2 With a common checklist, ramp inspections of foreign aircraft can be standardized across States regardless of differences in surveillance systems or oversight capabilities. Singapore recommends that States use the checklist in Doc 8335 that ICAO is developing and urges the ICAO Asia and Pacific Office to consider setting up a database for States to share ramp inspection data, taking into consideration the need to adequately protect such safety data. This would improve the efficiency and effectiveness of foreign aircraft surveillance programmes worldwide

**1.9 DP/1/11 IMPLEMENTING CONTINUOUS DESCENT APPROACH (CDA)
IN MALAYSIA**

1.9.1 In 2007, the Department of Civil Aviation Malaysia (DCAM) examined a proposal from an industry association to conduct Continuous Descent Approach trials at Kuala Lumpur International Airport. However, the trials which would include the collaboration of Malaysia Airlines, Air Asia, Airbus and the University of Manchester, did not materialize due to circumstances beyond the control of DCAM. Realising the benefits that CDA would generate to both the airlines operating and, also, the environment, Malaysia Airlines and DCAM were still keen to implement CDA even though there may not be quantitative data on the actual reduction in fuel burn and emissions.

1.9.2 The catalyst was the appeal by the International Air Transport Association (IATA) to DCAM in July 2008 whereby the cost of fuel has proved to be a huge burden that 25 airlines ceased operations. In that appeal, CDA was highlighted as one of the focus areas.

1.9.3 In collaboration and after discussions with some of the major operators at Kuala Lumpur International Airport including industry associations, the group agreed on a phased implementation that would not tax the system too much taking into consideration the human, technological and financial constraints. Certain elements of the Point Merge concept being studied by Eurocontrol was adopted as it was very compatible with Malaysia's airspace structure and the present manual arrival management system currently used for Kuala Lumpur International Airport.

1.9.4 The group has placed a high but achievable performance targets that both the airlines and ATC can work towards.

1.10 DP/1/13 ASPECTS OF COOPERATION IN AIR NAVIGATION SERVICES

1.10.1 This paper presents aspects of cooperation within the context of the ANS business. The drivers for cooperation in ANS include the need to share costs and risks, to create critical mass necessary to strike better deals with equipment suppliers, for system standardisation and creating systems and airspace practices that could better service customers. The endorsement of the ICAO Global ATM Operational concept and the adoption of the Single European Sky regulatory model are two incentives towards a more holistic, global or cooperative approach to ANS service provision. It is now possible to come across a new breed of direct ANSP-ANSP collaboration outside the boundaries of the traditional government or ICAO initiated cooperation.

1.10.2 However, as strategic cooperation does not come 'naturally', cooperation in ANS to date is focussed more on peripheral ANS functions and aimed towards operational efficiency. Environments wherein there is political and economic integration including an element of political compulsion through a regional ATM regulatory initiative, commercialisation of ANS and pressure from stakeholders/customers, will drive and create the imperative for strategic ANSP-ANSP cooperation. A coherent strategy involving all stakeholders is required to enhance cooperation in ANS within the Asia Pacific region. Equipment standardisation is a strategic issue for the ANS industry. More intense cooperation initiatives can be expected from (systems) technology standardisation. Regional organisations including regulators must take a more proactive role in steering ATM policy and create win/win situations which enable cooperation between ANSPs.

1.11 DISCUSSIONS ON PAPERS PRESENTED

1.11.1 In discussing DP/1/9, the Conference noted that there are several issues to resolve in establishing a regional data base to record the results of States surveillance of foreign aircraft. These include:

- a) the consent of the State of the Operator/State of Registry of the aircraft, in consultation with the aircraft operator;
- b) the relationship with the global AOC database under development by ICAO;
- c) the effect on the ICAO Model Clause on Aviation Safety and on bilateral and multilateral agreements; and
- d) the resource and budget implications for the ICAO Regional Office.

1.11.2 In discussing DP/1/11, the Conference noted that the ICAO Instrument Flight Procedures Panel (IFPP) is examining a harmonised procedures and a common definition for Continuous Descent Approach (CDA).

1.12 SUMMATION BY THE MODERATOR

1.12.1 In summarizing the papers in Agenda Item 1, the Moderator commented that the Conference reaffirmed the importance of cooperation between States and with international organizations in the area of safety, security, efficiency and the environment. Cooperation is even more crucial in the challenging times that lie ahead.

1.12.2 In the area of air accident investigation, the Conference agreed that recurrent contacts between investigation bodies to share experiences and cultural perspectives were important to facilitate investigation processes. The recently-concluded ASEAN MOU on aircraft accident investigation serves as an example of how closer interaction and information exchange among accident investigators in a region can be fostered.

1.12.3 Close collaboration among States is also key to the enhancement of safety oversight and surveillance of foreign aircraft. The Conference agreed that States should adopt the ICAO ramp inspection checklist for foreign operators and that ICAO look into developing a database for voluntary sharing of ramp inspection data amongst States. The ICAO Asia and Pacific Regional Office would work out the detailed mechanics of such a database, taking into consideration any other related issues such as consent from the aircraft's State of Registry and the need to protect safety data.

1.12.4 The Conference also applauded the work the Pacific Aviation Safety Office was carrying out for its 13 member States, with the assistance of several States that had provided it with various forms of resources in the initial set-up phase. PASO is an example of a regional collaboration between States to enhance safety oversight.

1.12.5 The Conference also commended Malaysia's efforts to introduce Continuous Descent Approaches (CDA) in phases. On the definition of CDA, the Conference noted that it was being developed by the ICAO Instrument Flight Procedure Panel (IFPP) and would be considered by the Air Navigation Commission soon.

1.12.6 On Malaysia's paper highlighting the different aspects of cooperation in air navigation services and their benefits, the Conference noted the paper and that there were already some initiatives in the Asia and Pacific regions to strengthen cooperation among

ANSPs. APANPIRG is already working with ICAO Asia / Pacific Regional Office and the regional stakeholders to move towards the Global ATM Operational Plan. The Conference also recognised that a lot of work remained to be done.

1.12.7 Finally, the Conference reaffirmed ICAO's leadership in addressing international aviation emissions and climate change issues, in accordance with Assembly Resolution A36-22. To facilitate further sharing and discussion on environment best practices, ICAO is requested to consider organizing a workshop in the Asia Pacific region on operational, technological and infrastructural mitigating measures, as well as technological solutions.

1.13 ACTION ITEMS

1.13.1 **Action Item 45/1** Recognizing the importance of information sharing and exchange to enhance surveillance of foreign aircraft, the Conference:

- a) urged Asia Pacific States to adopt the ICAO ramp inspection checklist in Doc 8335 for foreign operators; and
- b) requested that ICAO Asia and Pacific Regional Office look into developing a database for the voluntary sharing of ramp inspection data, taking into account the need to protect such safety data.

1.13.2 **Action Item 45/2** Recognizing that ICAO Assembly Resolution A36-22 indicates the importance of ICAO to provide continuous leadership in the area of aviation environmental protection, the Conference:

- a) reaffirmed ICAO's leadership in addressing international aviation emissions and climate change issues; and
- b) requested ICAO to consider organizing a workshop in the Asia Pacific region to facilitate discussions and sharing of information on best practices in aviation environmental protection.

45th Conference of Directors General of Civil Aviation
Asia and Pacific Regions

Agenda Item 2:

REVIEW OF ACTION ITEMS ARISING FROM THE 44th CONFERENCE

Kuala Lumpur, Malaysia: 24 - 28 November 2008

AGENDA ITEM 2: REVIEW OF ACTION ITEMS ARISING FROM THE 44th CONFERENCE

Moderator: Mr. Phala Dorji
Director General of Civil Aviation
Department of Civil Aviation of Bhutan

2.1 Two (2) Discussion Papers received under this Agenda Item were presented:

REF.	TITLE	PRESENTED BY
DP/2/1	Responses from Administrations to Action Items Arising from the 44 th Conference of Directors General of Civil Aviation, Asia and Pacific Regions	ICAO
DP/2/2	Asia Pacific Consultative Link (APCL)	Australia and Singapore

2.2 DP/2/1 RESPONSES FROM ADMINISTRATIONS TO ACTION ITEMS ARISING FROM THE 44th CONFERENCE OF DIRECTORS GENERAL OF CIVIL AVIATION, ASIA AND PACIFIC REGIONS

2.2.1 The ICAO Secretariat provided details of the actions taken by various States/Administrations on the Action Items arising from the 44th Conference of DGCA's.

2.2.2 The Conference was informed that at the time of publication of the paper 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 (responses from Nepal and France were received after 17 November. This information was therefore not reflected in the paper). The Administrations that replied supported the Action Items arising out of the 44th Conference with most having implemented most of the Action Items or indicating 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 44th Conference of DGCA's.

2.3 DP/2/2 ASIA PACIFIC CONSULTATIVE LINK (APCL)

2.3.1 This paper jointly presented by Australia and Singapore provides an overview of Australia's efforts in hosting the Asia Pacific Consultative Link (APCL) since 2005, and expresses appreciation for Australia in pioneering the APCL. The Conference was also apprised of the handing over of the hosting of the APCL from Australia to Singapore on 31 January 2009; and asked to encourage support for Singapore as the next Focal Point. The paper also invited the Conference to provide feedback and suggestions on ways in which the APCL might better operate including key features to be included in the APCL website so as to improve the overall effectiveness.

2.4 SUMMATION BY THE MODERATOR

2.4.1 In summarizing the papers in Agenda Item 2, the Moderator commented on the poor number of responses from the previous Conference and urged States to work harder to address future Action Items and report results to the Regional Office in accordance with previous Conference decisions.

45th Conference of Directors General of Civil Aviation
Asia and Pacific Regions

Agenda Item 3:

AIR NAVIGATION PLANNING AND IMPLEMENTATION

Kuala Lumpur, Malaysia: 24 - 28 November 2008

AGENDA ITEM 3: AIR NAVIGATION PLANNING AND IMPLEMENTATION

Moderator: Mr. Colman Shung-Ching NG
Assistant Director-General of Civil Aviation
Civil Aviation Department of Hong Kong, China

3.1 Eleven (11) Discussion Papers and seven (7) Information Papers were submitted for this Agenda Item. The Moderator divided the Discussion Papers in groups and took them up for discussion accordingly. The following eleven (11) Discussion Papers were presented:

REF.	TITLE	PRESENTED BY
DP/3/1	APANPIRG Activities - Outcomes of APANPIRG/19	ICAO
DP/3/2	Performance Based Navigation (PBN) Update	ICAO
DP/3/5	ADS-B Implementation Plan in New Caledonia	France
DP/3/6	Continuous Descent Approach Collaborative Implementations	France
DP/3/8	Asia and South Pacific Initiative to Reduce Emissions (ASPIRE) - Partnership for Increasing Efficiency and Reducing Greenhouse Gas Emissions in Aviation	United States of America
DP/3/11	Harmonisation - an Essential Efficiency	Indonesia
DP/3/12	Reduction of Horizontal Separation Minima over the South China Sea Area on ATS Routes L642 and M771	Singapore
DP/3/13	User Expectations for Implementation of ICAO Performance Objectives 2008-2015	IATA
DP/3/14	Collaborative Development of Regional Air Traffic Flow Management (ATFM) in the Asia/Pacific Regions	Japan
DP/3/15	Establishment of South East Asia Safety Monitoring Agency by Singapore	Singapore
DP/3/16	Establishment of an Asia-Pacific Flight Procedure Programme	ICAO

3.2 DP/3/1 APANPIRG ACTIVITIES - OUTCOMES OF APANPIRG/19

3.2.1 This paper was presented by ICAO Secretariat. The Nineteenth Meeting of the Asia/Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG/19) was held at the ICAO Asia/Pacific Regional Office, Bangkok, Thailand from 1 to 5 September 2008. The meeting was attended by 113 participants from 25 States and 5 International Organizations. APANPIRG/19 adopted 48 Conclusions and 9 Decisions. The meeting report is available on the APAC office website: www.bangkok.icao.int under the menu item "APANPIRG and subgroups" (the username and password have been provided to all civil aviation administrations in the region).

3.2.2 A brief summary of key technical, economical and operational outputs of APANPIRG/19 is presented below:

- adopted a Regional Performance Framework on the basis of ICAO guidance material and aligned with GANP and Global ATM operational concept;
- invited States to adopt a national performance framework on the basis of ICAO guidance material and aligned with the regional performance objectives, the regional air navigation plan and the Global ATM Operational Concept;
- recognizing the significant benefits expected from the implementation of 30 NM longitudinal separations based on RNP 4, operators of Pacific fleets urged to equip avionics with RNP 4 for oceanic airspace operations and obtain approval from States of Registry/Operators by 2012;
- developed a set of guidance materials and guidelines To facilitate States implementation of ADS-B Out Surveillance Service;
- adopted the sample Agreement for ADS-B Data Sharing and the cost apportionment framework as regional guidance material;
- congratulated China for the smooth implementation of RVSM throughout the sovereign airspaces of China on 22 November 2007;
- approved China RMA as an APANPIRG Asia/Pacific RVSM Regional Monitoring Agency with responsibility for all sovereign RVSM airspaces in China;
- highly commended the Asia/Pacific RVSM Implementation Task Force (RVSM/TF) on achieving the widespread implementation of RVSM throughout the Asia/Pacific region over a 10 year period and adopted a Decision dissolving the RVSM/TF with effect from the China RVSM one year post implementation review meeting scheduled in December 2008;
- recognized the complexities involved in implementing the amended ICAO Flight Plan format with effect from November 2012 and established the Asia/Pacific ICAO Flight Plan and ATS Messages Implementation Task Force (FPL & AM/TF) to ensure the streamlined regional and global implementation of the new FPL format;
- sought to help mitigate the safety risks arising from runway incursions by calling for a regional runway safety seminar/workshop to be conducted during 2009, in association with Asia/Pacific COSCAPs;
- recognized the critical location of the Manila FIR in terms of the heavily trafficked South China Sea area and invited the Philippines to consider an accelerated implementation of FANS data link capabilities (ADS and CPDLC) to urgently improve capacity in the Manila FIR;
- noted that agreements had been signed between India, IATA and Boeing to enable the provision of data link Central Reporting Agency (CRA) services in Indian FIRs. CRA services are an essential component of safety monitoring

requirements that enable implementation of reduced lateral and longitudinal separations based on RNP 10/RNAV 10 and RNP 4 navigation capabilities;

- recognising that codifying and reporting environmental benefits was an important part of the work of ATM implementation, invited ICAO to establish a simple and cost effective common methodology to quantify environmental benefits, and amended the terms of reference of the ATM/AIS/SAR Sub Group to include responsibility for environmental matters;
- adopted the ASIA/PAC PBN Implementation Plan and published the interim edition, based on which States were urged to develop their national PBN implementation plan and provide feedback to the ICAO Regional Office;
- urged ICAO to develop the concept of a Flight Procedure Design Office taking into account proposals submitted by the States with emphasis on the role, responsibility and financial mechanisms;
- urged ICAO to expedite development and publication of separation standards for use in implementation of the PBN RNAV 5, RNAV 2, RNAV 1 and Basic-RNP 1 navigation specifications;
- requested States with DME coverage extending beyond their FIRs to consider allowing neighboring States to develop PBN procedures utilizing these DMEs;
- adopted the revised Regional Surveillance Strategy for the Asia/Pacific Region;
- urged ICAO to review the non-suitability of 30-hour TAF for HF VOLMET broadcasts and provide guidance to the States concerned, taking into consideration the user requirements expressed by IATA and IFALPA, before the implementation date of the new TAF provisions; and
- urged ICAO to establish and maintain a simple and cost-effective common methodology to assess and document environmental benefits to airspace and CNS/ATM planning initiatives.

3.3 DP/3/2 PERFORMANCE BASED NAVIGATION (PBN) UPDATE

3.3.1 DP 3/2 presented by the ICAO Secretariat provided an update to the meeting on the latest information regarding PBN and PBN-related events organized by ICAO and some of the challenges still open. PBN Task Forces have been formed in every ICAO region. Nine Introduction to PBN seminars have been conducted around the world, with the final tenth seminar to be held in December 2008 in Nairobi.

3.3.2 Two ICAO and COSCAP PBN Procedure Design Courses were held, with the generous support of the French DGAC, for COSCAP-North Asia in Beijing, China and COSCAP-South Asia in New Delhi, India. The next course, for COSCAP-Southeast Asia, will be hosted by the Hong Kong CAD in Hong Kong (China) 1-12 December 2008. Seven additional courses are planned worldwide with ENAC, dependent on availability of funding. ICAO, in cooperation with the French DGAC and ENAC and the Asia COSCAPs will also offer a PBN Procedure Design Instructor Course in Toulouse, France in April-May 2009 for a select group of candidates that attended the PBN Procedure Design courses.

3.3.3 The advance copy of the RNP AR Procedure Design Manual (Doc 9905) and Quality Assurance Manual for Flight Procedure Design (Doc 9906) have been posted on the ICAO-NET and on the PBN public website, <http://www.icao.int/pbn>. The final PBN Manual (Doc 9613) has been posted on the PBN public website. The PBN Study Group (former RNP SORSG) is now considering additional navigation specifications and modifications to the PBN Manual to take better advantage of the existing advanced capabilities of aircraft, such as RF turns.

3.3.4 During the ICAO implementation activities around the world a number of issues have surfaced as challenges to implementation:

- Airspace concept development
- WGS-84 implementation
- Electronic Terrain and Obstacle Data
- Procedure design
- Ground and Flight Validation
- Operational approval
- Safety assessment
- Awareness and training for pilots and ATC

3.3.5 **ICAO/IATA/Industry/Government Global PBN Task Force.** In further recognition of the challenges noted above, and the strong desire of operators to see early benefits from PBN implementation, ICAO and IATA are proposing a partnership with the broader aviation industry and governments to address these challenges. Initial focus will likely be on training, which has been identified as an issue in every region, and requirements for the transition from planning to actual implementation. A meeting will be held by invitation at IATA headquarters in Montreal, 16-17 December 2008, to develop the strategy and way forward for the task force.

3.4 DP/3/5 ADS-B IMPLEMENTATION IN NEW CALEDONIA

3.4.1 Initiated in the early 2000's, ADS-B activities in Europe (European Commission, Eurocontrol CASCADE Program, JAA/EASA, etc.) aimed at assessing technical means, providing guidance to implementation, supporting rule making (on-board and ATM systems) activities and involving all stakeholders in a pre-implementation phase.

3.4.2 France advised the Conference that its ADS-B implementation complies with the technical and operational environment issued as one of the main outcomes of the above mentioned initiatives (Technology : 1090 MHz Extended Squitter, ADS-B related PANS ATM issued in November 2007, Airborne equipment certification standard : AMC 20-24 issued in May 2008, Ongoing Surveillance Performance and Interoperability Implementing Rule drafting activities (current status: IFR ADS-B equipage mandate foreseen as from 2015).

3.4.3 The French Air Navigation Service Provider (DSNA) decided in May 2005 to implement an ADS-B system in Reunion Island where only non-radar control methods from Doc 4444 are used. The Discussion Paper described the implementation of this system. Technical validation was tackled in 2007 and resulted in operational validation this year.

3.4.4 Only non-radar control methods from Doc 4444 are also used in New Caledonia leading to the same constraint as in La Réunion.

3.4.5 For this reason, DSNA decided to implement an ADS-B system in New Caledonia and has launched the definition study to prepare this implementation. This definition study is quite the same as the one developed for La Réunion island: display of all IFR traffic in the airspace controlled by New Caledonia and VFR traffic in the vicinity of both airports and Search and Rescue improvement. It is expected to have surveillance coverage close to the surface for the main airports (including the ones located on neighbouring islands). This would ease coordination between both ATC centres (Magenta and La Tontouta).

3.4.6 France informed the Conference that installation are planned to be completed by mid 2009. Technical and operational validation will then start and should be completed by the first half of 2010.

3.4.7 Active coordination between France, Australia, New Zealand, Fiji and other involved States will have to take place to maximize benefits, identify incentives to increase equipage ratio and/or alternately define a common strategy for a regional mandate. Among others, ADS-B data exchange in order to ease coordination between ATS Units should be assessed.

3.5 DP/3/6 CONTINUOUS DESCENT APPROACH COLLABORATIVE IMPLEMENTATIONS

3.5.1 France introduced the paper on Continuous Descent Approach (CDA) Collaborative Implementations. The CDA procedures are shown as flight procedures that may be used at pilot's discretion, controller's initiative, combined or not with different techniques, but with a common focus point, they must be collaboratively designed and performed by stakeholders.

3.5.2 Based on a local experience, France presented the major solutions proposed to the stakeholders and the relevant issues raised by CDA implementation. Despite individual and successful implementations at some airports and regarding expectations from airlines, local communities, airports operators, to improve flight efficiency, to reduce environmental impacts with capacity and safety, global harmonization and standardization is an obvious issue that must be handled and managed by ICAO on behalf of the air transport industry.

3.5.3 The paper highlights that the CDA actual state of the art permits quick and efficient implementations, when possible, as far/long as the involved actors are convinced by the win-win interest of such operations.

3.6 DP/3/8 ASIA AND SOUTH PACIFIC INITIATIVE TO REDUCE EMISSIONS (ASPIRE) PARTNERSHIP FOR INCREASING EFFICIENCY AND REDUCING GREENHOUSE GAS EMISSIONS IN AVIATION

3.6.1 The United States presented the paper on Asia and South Pacific Initiative to Reduce Emissions (ASPIRE) Partnership for Increasing Efficiency and Reducing Greenhouse Gas Emissions in Aviation. It stated that the Asia and South Pacific air navigation service providers (ANSPs) have placed a high priority on establishing regional partnerships to collectively address new procedures and initiatives to reduce fuel burn and aviation-related carbon emissions. The oceanic environments offer prime opportunities to demonstrate a variety of service enhancements and technologies leading to fuel burn and carbon emissions reductions. Recognizing this, the U.S. Federal Aviation Administration (FAA), Airservices Australia, and Airways New Zealand launched the multi-lateral ASPIRE Partnership at the Singapore Air Show on February 18, 2008.

3.6.2 The initial ASPIRE partners are resolute in their commitment to work closely with other ANSPs, governments, airlines and stakeholders in the region to accomplish the following objectives:

- accelerate the development and implementation of operational procedures to reduce the environmental footprint for all phases of flight on an operation by operation basis, from gate to gate;
- facilitate world-wide interoperability of environmentally friendly procedures and standards;
- capitalize on existing technology and best practices;
- develop shared performance metrics to measure improvements in the environmental performance of the air transport system; and

3.6.3 An ASIRE South Pacific Work Plan has already been developed and two (of three) ASPIRE Optimal Flight Demonstrations have been conducted with significant savings in both fuel consumption and CO₂ emissions. The ASPIRE partners are addressing the expansion of ASPIRE through a phased approach to collectively address emissions reduction across the entire Asia Pacific region. ASPIRE is open to expansion if additional partners and proposed contributions directly support the stated objectives in the South, North or West Pacific regions.

3.7 DP/3/11 HARMONISATION - AN ESSENTIAL EFFICIENCY

3.7.1 The paper by Indonesia describes how their Administration has embarked on a sustained program of transforming the safety of aviation oversight and service delivery. One strategy being considered to accelerate the pace of reform is the adoption of a common set of regional harmonized regulations. Indonesia, proposes that in lieu of looking at modifying current regulations that a regional view be taken for new regulations. Indonesia is committed to air navigation seamless service and is active in implementing ADS-B and replacing the Jakarta ATM system to enhance safety aviation in the region. One possible project to demonstrate the benefits of harmonized regulations is to develop a common approach to the certification and regulation of ADS-B services. Indonesia proposed that the DGCA Conference appoint a working group to determine an effective and efficient means of harmonization of regulations for the implementation of ADS-B.

3.8 DP/3/12 REDUCTION OF HORIZONTAL SEPARATION MINIMA OVER THE SOUTH CHINA SEA AREA ON ATS ROUTES L642 AND M771

3.8.1 Singapore informed the Conference that on 3 July 2008, reduced horizontal separation minima of 50 nautical miles (NM) longitudinal and 50 NM lateral based on RNP10 performance based navigation specification was implemented on ATS Routes L642 and M771 in the South China Sea area. This is the culmination of nearly two years of regional effort undertaken by the ICAO South East Asia RNP Implementation Task Force. The task force comprises members from China, Hong Kong China, Indonesia, Japan, Malaysia, Philippines, Singapore, Thailand and Viet Nam as well as international organizations such as the International Air Transport Association (IATA) and the International Federation of Air Line Pilots' Associations (IFALPA).

3.8.2 With positive outcomes and experience gained from the implementation of reduced horizontal separation on the two routes over the South China Sea area, Singapore suggested that extension to the other areas / ATS routes should be considered. This will require

FIRs concerned to have Direct Controller Pilot Communications facilities. Further reduction of horizontal separation minima to 30NM, using the RNP4 performance based navigation specification could be explored for ATS routes L642 and M771 to further increase the airspace capacity over the South China Sea area to meet the future demands of the industry.

3.9 DP/3/13 USER EXPECTATIONS FOR IMPLEMENTATION OF ICAO PERFORMANCE OBJECTIVES 2008-2015

3.9.1 IATA presented DP/3/13. The Conference was informed that IATA fully supports the ICAO initiatives to develop an integrated, harmonized and globally interoperable ATM system. In line with ICAO requirements, IATA had developed the “ATM User Expectations for the Implementation of ICAO Performance Objectives 2008-2015” which was presented to APANPIRG /19. IATA stressed that the user expectations and key work areas will not change, and was fully committed to working closely with States and ICAO to further refine and develop mutually acceptable timelines for the delivery of ATM enhancements in the region. The Conference was requested to note that APANPIRG Conclusions 19/1 and 19/2 had agreed that user expectations should be taken into consideration in development of regional and national performance frameworks, and that the IATA user expectations are in accordance with the requirements of ICAO Doc 9854 and Doc 9613. The Conference was requested to encourage all States to work with ICAO and IATA in the development of regional and national performance frameworks taking into consideration the user expectations.

3.10 DP/3/14 COLLABORATIVE DEVELOPMENT OF REGIONAL AIR TRAFFIC FLOW MANAGEMENT (ATFM) IN THE ASIA/PACIFIC REGIONS

3.10.1 Japan informed the Conference that the ICAO ATFM Seminar/Workshop was held on 7-9 October 2008 in Fukuoka, Japan, as a follow-up of ICAO APANPIRG/18 Conclusion. The Seminar/Workshop was the first ATFM-related forum organized by ICAO for the Asia/Pacific Regions, and its outcomes and conclusions would be presented to APANPIRG for review and actions in 2009.

3.10.2 Noting the Global Plan Initiative (GPI) for ATFM, GPI/6 – Air Traffic Flow Management prescribed in the ICAO Global Air Navigation Plan (GANP), Japan requested the Conference to invite DGCAs to examine ways to accelerate planning and implementing ATFM in a more collaborative manner in the Asia/Pacific Regions under the auspices of ICAO.

3.11 DP/3/15 ESTABLISHMENT OF SOUTH EAST ASIA SAFETY MONITORING AGENCY BY SINGAPORE

3.11.1 In DP/3/15 Singapore stated that the implementation of reduced separation minima requires compliance with safety management provisions as stipulated in ICAO Annex 11. In particular there is a need to determine the acceptable level of safety by means of a safety assessment, and provide continuing safety monitoring post implementation, to ensure that the defined level of safety continues to be met. The 16th Asia Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG) Meeting adopted the term Safety Monitoring Agency (SMA) to describe an organization approved by regional agreement to provide airspace safety monitoring services for international airspace for implementation and operation of RNP reduced horizontal separation for the Asia Pacific Region.

3.11.2 Singapore volunteered to establish the South East Asia Safety Monitoring Agency (SEASMA) which provides SMA services for reduced horizontal separation in the Hong Kong, Ho Chi Minh, Kuala Lumpur, Manila, Sanya and Singapore Flight Information Regions (FIRs). It has since commenced its role on 1 July 2008. SEASMA will continue to assess and monitor the safety

level associated with reduced horizontal separation based on RNP-10 operations, currently implemented on two routes (L642 and M771) in the South China Sea area. To carry out this role effectively, SEASMA will need the cooperation of States/air navigation services providers to submit the required traffic data and aircraft approval status in a timely manner.

3.12 DP/3/16 ESTABLISHMENT OF AN ASIA-PACIFIC FLIGHT PROCEDURE PROGRAMME

3.12.1 In DP/3/16 the ICAO Secretariat discussed the establishment of an Asia-Pacific Flight Procedure Programme (FPP).

3.12.2 ICAO, responding to the procedure design challenges, which were particularly highlighted by the APAC PBN Task Force, and based on positive feedback from the States in the region, is proceeding with plans for establishment of a Flight Procedure Programme (FPP) in the region to develop and enhance the States' capabilities in the area of instrument flight procedure design, as well as regulatory oversight of that process. The FPP would be organized as an ICAO technical cooperation programme and it is envisioned that it will:

- a) assist State procedure designers in developing their procedures;
- b) develop procedures for States that have no procedure design capability;
- c) assist State with QA or provide QA; and
- d) provide OJT to procedure designers, remotely, on-site or at the FPP location.

3.12.3 Feedback received in the State letter responses and discussions with the potential hosts suggested that there was a need for some capability beyond what is envisioned for the FPP, to address the "surge" requirements of the States for procedure design services. The DP noted that even with a State's capability fully developed, the State might not find it practical to meet all of these requirements with internal capacity. In response to the feedback from some States, ICAO is proposing to establish Basic Ordering Agreements (BOAs) with qualified industry providers for a menu of PBN implementation-related services, including procedure design. These BOAs would be pre-negotiated contracts between ICAO (TCB) and the qualified providers. The States could order these services through TCB under the terms of the contracts.

3.13 DISCUSSIONS ON THE PAPERS PRESENTED

3.13.1 In discussing DP/3/2, the Conference noted the high level of PBN - related activity in the region over the last year. It was noted that the APAC Regional PBN implementation plan will retain its interim status until it is reviewed by the APANPIRG RASMAG and ATM/AIS/SAR SG. It is anticipated that this review will be completed at the next meetings of these groups in 2009 and that APANPIRG/20 would then be in a position to review and publish the plan in its final form. It was emphasized that the interim APAC regional PBN implementation plan is and should be a flexible and dynamic plan and that it can be used now by States as they develop their national PBN implementation plans in accordance with Assembly resolution A36-23. The Conference recognized that the implementation activities were continuing, with the Hong Kong CAD hosting a ICAO/COSCAP/ENAC PBN Procedure Design 1-12 December 2008.

3.13.2 In discussing DP/3/8, the Conference noted that several important initiatives are in place around the region and around the world. The quantification of the environment benefits derived from these initiatives and the collation of the data at the ICAO global level is vital. The Conference noted that APANPIRG/19 invited ICAO to establish and maintain a simple and cost effective common methodology to assess and document environmental benefits to airspace and

CNS/ATM planning initiatives and that the ATM/AIS/SAR sub group of APANPIRG will ensure that environmental initiatives are identified and progressed.

3.13.3 In discussing DP/3/16, it was noted that all other regions have shown strong interest in the FPP concept. The Conference reaffirmed the support given in the APANPIRG/19 meeting for the FPP concept. States can expect to receive more information about the Asia-Pacific FPP early in 2009, including a formal invitation to participate in the FPP.

3.13.3.1. The Conference noted the concern expressed by two States that the original intent of the establishment of an FPP for the Asia and Pacific Regions appears to be diverted without consultation with APANPIRG and the States concerned, and without sufficient discussions as to why the BOAs would be necessary to supplement the FPP. ICAO clarified that work to establish the FPP was advanced and that the BOAs, if established, should not affect the FPP and would rather supplement the work of the FPP. The FPP of any region would not be obligated to use the BOAs. Since the BOAs would be applicable for not only the Asia and Pacific Regions but for any other Regions, it was felt that the concept of BOAs might facilitate PBN implementation in States who may wish to use the BOAs at their own expense.

3.14 SUMMATION BY THE MODERATOR

3.14.1 In summarizing the eleven papers that were presented and discussed under Agenda Item 3, the Moderator commented that in the current period of global financial turbulence, any initiative to enhance operational efficiency with the objective of achieving cost-saving will be very much welcomed by airline operators; and indeed, there are some very good initiatives being put into operations in a collaborative manner with considerable success.

3.14.2 The Conference was pleased to note the progress made in the various aspects of air navigation planning and implementation, including PBN, CDA, ADS-B, RVSM, the ASPIRE Programme and other measures to improve airspace capacity and efficiency. These will eventually translate into benefits in terms of both saving to operational costs and minimize impact of aviation activities to the environment.

3.14.3 The views and expectations of the users have been heard loud and clear and the meeting called for State authorities, airline operators and ANSPs to adopt a collaborative approach to improving the operating environment and to foster and sustain the continued growth of the industry when the next upsurge of the economic cycle comes our way again.

3.15 ACTION ITEM

3.15.1 **Action Item 45/3** Recognizing the benefits that can be derived from implementation of ADS-B, the Conference invited the ICAO APANPIRG ADS-B Study and Implementation Task Force (ADS-B SITF) to develop guidance material for harmonized regulations of ADS-B systems on aircraft.

45th Conference of Directors General of Civil Aviation
Asia and Pacific Regions

Agenda Item 4:

CNS/ATM IMPLEMENTATION ACTIVITIES

Kuala Lumpur, Malaysia: 24 - 28 November 2008

AGENDA ITEM 4: CNS/ATM IMPLEMENTATION ACTIVITIES

Moderator: Mr. Keiji Takiguchi
Deputy Director-General
Civil Aviation Bureau of Japan

4.1 Three (3) Discussion Papers and seven (7) Information Papers were received and the following Discussion Papers and Information Paper were presented.

REF.	TITLE	PRESENTED BY
DP/4/1	Regional and National Approach to Implementation of a Global ATM System	ICAO
IP/4/8	United States Next Generation Air Transportation System (NEXTGEN)	United States of America
DP/4/9	Acceleration of Performance Based Navigation (PBN) Implementation in Japan	Japan
DP/4/10	Safety Enhancement through Performance-Based Navigation (PBN) Implementation: Phuket Case Study	Thailand

4.2 DP/4/1 REGIONAL AND NATIONAL APPROACH TO IMPLEMENTATION OF A GLOBAL ATM SYSTEM

4.2.1 This paper, presented by ICAO, highlights the emerging performance based approach adopted by APANPIRG for regional and national implementation of a global ATM system in a progressive, cost-effective and cooperative manner. The performance-based approach adheres to the following principles: strong focus on results through adoption of performance objectives and targets; collaborative decision making driven by the results; and reliance on facts and data for decision making. Assessment of achievements is periodically checked through a performance review, which in turn requires adequate performance measurement and data collection capabilities. The advantages of a performance-based approach includes: Result oriented, transparent and promotes accountability; shift from prescribing solutions to specifying desired performance; employs quantitative and qualitative methods; avoids a technology driven approach; helps decision makers to set priorities; makes the most appropriate trade-offs; and allows optimum resource allocation.

4.2.2 In terms of a regional and national performance planning, the work will be based on Global Air Navigation Plan in conjunction with the ICAO Global Performance Manual. The outcome of this process would result in an output and management form that has been designated as "Performance Framework Form (PFF)". The PFF is applicable to both regional and national planning framework and thus ensures easy understanding and harmonization. The paper provides guidelines for completing the PFF. In developing the regional and national performance framework and associated PFFs, the APANPIRG agreed to take into account the IATA ATM user expectations for 2008-15.

4.2.3 The paper identifies that due to resource limitations not all activities that will be contained in the regional and national PFFs can be conducted simultaneously and that appropriate priorities for implementation with the objective of identifying, for example, the 'Top Five' regional priorities for near term action need to be considered.

4.3 DP/4/9 ACCELERATION OF PERFORMANCE BASED NAVIGATION (PBN) IMPLEMENTATION IN JAPAN

4.3.1 Japan provided the Conference with updated information concerning their PBN implementation progress, in particular accelerating implementation of en-route RNAV procedures by March 2012. The paper highlighted that significant fuel savings and environmental benefits could be realized from such early implementation of PBN.

4.3.2 Japan indicated that it has extensive experience and knowledge in PBN planning and implementation and can offer assistance to others by sharing its expertise.

4.3.3 The paper stressed the importance of harmonized implementation of PBN as early as possible in accordance with the recently developed ICAO Regional PBN Implementation Plan, and encouraged States to work collaboratively.

4.4 DP/4/10 SAFETY ENHANCEMENT THROUGH PERFORMANCE-BASED NAVIGATION (PBN) IMPLEMENTATION: PHUKET CASE STUDY

4.4.1 Thailand presented a Discussion Paper discussing the safety benefits of Performance Based Navigation (PBN). The 36th Session of the ICAO Assembly held in Montreal in September 2007 adopted Resolution A36-23 urging all the States to implement RNAV and RNP air traffic services (ATS) routes and procedures in accordance with ICAO PBN concept. PBN is currently a work program under the ICAO APAC PBN Task Force and is now being implemented throughout the Region. Being implemented to support approach operations at Phuket International Airport, Thailand, PBN procedures using RNP APCH navigation specification provide straight-in approach paths not feasible with conventional ground-based navigation aids. The procedures also provide vertical guidance and reduced OCA/H.

4.5 DISCUSSIONS ON THE PAPERS PRESENTED

4.5.1 In discussing DP/4/1, Hong Kong China indicated that their “top five” priorities for implementation in the near term were:

- 1) AMHS
- 2) AIDC
- 3) ATN using the Internet protocol
- 4) PBN on air routes between FIRs
- 5) ADS-B ground stations for the sharing of surveillance data

4.6 SUMMATION BY THE MODERATOR

4.6.1 In summarizing the three papers from Agenda Item 4, the Moderator commented that harmonization is pivotal in order to implement CNS/ATM or a global ATM system. Harmonization does not necessarily mean that implementation should be synchronized, but that it should be done steadily and in the same direction, taking into account the characteristics of each airspace, users’ needs.

4.6.2 Harmonization in this field could be categorized into vertical and horizontal aspects. From a vertical perspective at 3 levels; namely global, regional and national levels. From

this point of view, developments such as NextGen in U.S and SESAR in Europe would affect or make a contribution to development of the concept at the global level in the near future.

4.6.3 At the same time, horizontal harmonization within the region should be considered, especially by this Conference whose function is to deal with regional affairs. How to harmonize implementations of CNS/ATM or a global ATM system within the region is a very challenging issue, which the Conference needs to give urgent attention.

45th Conference of Directors General of Civil Aviation
Asia and Pacific Regions

Agenda Item 5:
AVIATION SAFETY

Kuala Lumpur, Malaysia: 24 - 28 November 2008

AGENDA ITEM 5: AVIATION SAFETY

Moderator: Mr. Christopher Metts
Director, Federal Aviation Administration, Asia-Pacific
United States of America

5.1 Thirteen (13) Discussion Papers and twenty (20) Information Papers were received under this Agenda Item. The following Discussion Papers were presented:

REF.	TITLE	PRESENTED BY
DP/5/1	Progress Report on the Implementation of the ICAO Universal Safety Oversight Audit Programme (USOAP) under the Comprehensive Systems Approach	ICAO
DP/5/3	Implementation of Dangerous Goods Training Requirements in Hong Kong, China	Hong Kong, China
DP/5/5	Air Operator's Increasing Outsourcing of Aircraft Maintenance	United States of America
DP/5/6	U.S. Approach to Safety Management System (SMS) Implementation: Commercial Air Operators and Approved Maintenance Organizations	United States of America
DP/5/7	Runway Status Lights Technology Development in the United States	United States of America
DP/5/8	Airfield Safety in the United States	United States of America
DP/5/13	Effective Engagement with the Universal Safety Oversight Audit Program	Australia
DP/5/16	SMS as a Cornerstone of the Modernized Annex 6 Part II	IBAC
DP/5/18	Aviation Reform - Sustaining Safety	Indonesia
DP/5/19	Regional Accident Investigation Workshop	Singapore
DP/5/23	Introduction of SMS for Approved Maintenance Organizations	Japan
DP/5/24	Implementation of Standards and Recommended Practices thru the Provision of National Regulations	Thailand
DP/5/25	Safety Management System in Thailand	Thailand

5.2 DP/5/1 PROGRESS REPORT ON THE IMPLEMENTATION OF THE ICAO UNIVERSAL SAFETY OVERSIGHT AUDIT PROGRAMME (USOAP) UNDER THE COMPREHENSIVE SYSTEMS APPROACH

5.2.1 This paper, presented by ICAO, summarizes the progress made in the implementation of the ICAO Universal Safety oversight Audit Programme (USOAP) since the adoption of the comprehensive systems approach on 1 January 2005. As of 10 October 2008, one

hundred and three Contracting States have been audited. 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. While audit results still reveal audit findings in the areas of personnel licensing, aircraft operations and airworthiness of aircraft, the majority of audit findings under the current cycle relate to the new audit areas, i.e. aerodrome, air navigation services and aircraft accident and incident investigation.

5.2.2 The paper includes a brief report on the level of compliance in the Asia and Pacific region. Since the commencement of audits under the CSA, 17 States in the APAC region have been audited. Of the 39 States/Administrations in the APAC region, 9 States have yet to submit the States Aviation Activity Questionnaire, while 15 States have not submitted the CCs. Another 14 States/Administrations have submitted the CCs only partially. In addition, 5 States have yet to nominate their National Safety Oversight Coordinators.

5.2.3 To date, 15 States in the APAC region have provided ICAO with their consent for release of information to the public on their audit under the CSA (release of audit results chart only), while another 2 States have consented to release of their Audit Report as well.

5.2.4 Compared to the global average of 42.96 %, the lack of effective implementation in the APAC region is 37.72 %. In three of the areas namely: CE 4 (Qualification and training of technical staff); CE 5 (Procedures and technical guidance); and CE 8 (Resolution of safety concerns) the lack of effective implementation stands at over 40% with CE 4 representing the weakest area in the APAC region.

5.2.5 The paper also describes the emerging elements of the concept of "continuous monitoring" which is based on the establishment of a system that will continuously monitor the safety oversight capabilities of Contracting States and ensure that States develop, maintain and apply national regulations that conform to the ICAO SARPs. Continuous monitoring is expected to incorporate a safety risk based integrated audit approach, by selecting relevant safety controls or safeguards to be continuously monitored and interpreting safety data to address safety risks within the State's safety oversight system.

5.3 DP/5/3 IMPLEMENTATION OF DANGEROUS GOODS TRAINING REQUIREMENTS IN HONG KONG, CHINA

5.3.1 Hong Kong, China in its paper highlighted that ICAO has mandated dangerous goods training for all parties involved in the air transportation chain of dangerous goods in order to promote safety in the aviation system. The paper states that training will ensure that staff members of the industry are conversant with the current provisions of the Technical Instructions which are updated by ICAO biennially. It is also a crucial element for the proper handling of dangerous goods shipment and detection of hidden dangerous goods in the shipment of general cargo or airmail.

5.3.2 For the implementation of the ICAO requirements on dangerous goods training, each State should have an effective oversight and approval system to ensure the shippers, forwarders, operators and security screeners have established and maintained the initial and recurrent dangerous goods training programme for their personnel. Hong Kong, China is pleased to share its experience with member States and invited the Conference to urge all States to support ICAO's requirements and note the need to facilitate the parties concerned to comply with those requirements.

5.4 DP/5/5 AIR OPERATOR'S INCREASING OUTSOURCING OF AIRCRAFT MAINTENANCE

5.4.1 When an air operator uses a Maintenance Organization (MRO) to repair its aircraft or parts, the maintenance organization becomes an extension of the air carrier's maintenance organization. Recently the United States Department of Transportation Inspector General (DOT IG) audited the FAA to (1) identify the type and quantity of maintenance performed by external repair stations (maintenance organizations) and (2) determine whether FAA is effectively monitoring air operators' oversight of external repair stations' work and verifying that safety requirements are met. This paper discusses the U.S. lessons learned regarding the State of the Operator and Air Operator Duties and Responsibilities of controlling and monitoring Air Carrier Maintenance Outsourcing. The FAA also seeks continued collaboration, cooperation, and communication with other authorities for oversight of MROs.

5.5 DP/5/6 U.S. APPROACH TO SAFETY MANAGEMENT SYSTEM (SMS) IMPLEMENTATION: COMMERCIAL AIR OPERATORS AND APPROVED MAINTENANCE ORGANIZATIONS

5.5.1 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 current Annex 6 requirements.

5.5.2 To this end, the FAA has already developed an air operator SMS requirements document, similar to the internationally recognized standards for quality, environmental protection, and occupational safety. FAA is applying system safety principles both to internal and external safety management activities and requirements, in concert with ICAO State Safety Programme and Safety Management System requirements. This requirements document and other supporting job aids and guidance material is being revised to the format of the SMS frameworks recently published by ICAO.

5.5.3 The FAA has initiated an SMS rulemaking project. This project will consider a single rule for all types of aviation service providers. The FAA is also applying the same safety management principles to a reengineering of the agency's internal processes, in alignment with ICAO State Safety Programme requirements.

5.5.4 The FAA is also continuing to conduct a series of pilot projects to further develop SMS implementation and oversight methods and initiated an SMS rulemaking project. Moreover, the FAA is also revising the existing SMS guidance documents to match recently published ICAO SMS frameworks to facilitate international alignment to the maximum extent possible.

5.5.5 The paper urges States in the Asia and Pacific region to implement these new SMS-related provisions in Annex 6. The United States also encouraged other States to review the recently published amendments to Annex 6, including the State Safety Programme (SSP) and Safety Management System (SMS) frameworks as a means of alignment between SSP and SMS regulations and implementation requirements

5.6 DP/5/7 RUNWAY STATUS LIGHTS TECHNOLOGY IN THE UNITED STATES

5.6.1 The United States of America presented DP/5/7. For several years the United States Federal Aviation Administration (FAA) has pursued a multifaceted program to maintain and improve runway safety at the nation's airports. The FAA's runway safety improvement efforts are discussed in "Airfield Safety in the United States" - a separate discussion paper presented at this Conference by the United States. Considerable effort has been placed on developing new

technologies to increase pilot awareness of the surface traffic situation and prevent runway conflicts before they develop. Runway Status Lights (RWSL) is one such technology. An RWSL system derives the status of traffic on or approaching a runway from approach and ground surveillance systems and communicates that status directly to pilots and airport vehicle operators through a series of red in-pavement lights. Illumination of these red lights is intended to signal that it is unsafe to enter or initiate takeoff on the guarded runway.

5.6.2 In addition, studies of runway conflict patterns and prevention mechanisms have shown that a system that provides direct runway status warning to pilots are the best defense mechanism in more 60% of high-hazard runway incursions. Runway Status Lights technology was developed to augment current controller alerting technologies and providing an added layer of defense to reduce the likelihood of a runway collision.

5.6.3 The FAA has successfully tested RWSL systems at the Dallas/Fort Worth (DFW) and San Diego (SAN) Airports since 2005. The systems were shown to be compatible with the tempo of operations at a busy airport and have gained operational acceptance in both the ATC and pilot communities. A review of runway incursion data at the DFW runway configured with RWSL revealed a 70% reduction in incursions over a 29 month period.

5.6.4 During July 2008 the FAA approved a program to deploy RWSL to 22 of the busiest airports in the US. The FAA recently awarded a contract to complete this 22 airport implementation during 2011.

5.7 DP/5/8 AIRFIELD SAFETY IN THE UNITED STATES

5.7.1 The United States Federal Aviation Administration (FAA) places a high priority on improving airfield safety. FAA, in partnership with industry, airport operators, and air traffic controllers, has implemented many changes to reduce the risk of runway incursions.

5.7.2 Efforts focused on technology include deployment and testing of several systems. The Airport Surface Detection Equipment – Model X system to improve controller situational awareness has been installed at 17 towers, and will be in a total of 35 towers by spring 2001. A contract was just awarded to install Runway Status Lights at 21 airports – these lights provide a visual signal to pilots and drivers when it unsafe to enter or cross a runway or begin takeoff roll on a runway will be installed at 21 airports. The Final Approach Runway Occupancy Signal system, which provides information to pilots on approach that the runway is occupied or unsafe for landing is currently being tested at the Dallas-Fort Worth airport. An evaluation of two commercial Low-Cost Surveillance Systems, which would reduce the risk of runway incursions at certain small and medium-sized airports, is underway; the FAA is currently evaluating proposals from additional vendors for the testing of several alternatives. The FAA recently offered incentives to airlines for installing Cockpit Avionics Information/Warning Systems which can display approved airport moving maps or provide aural situational awareness runway information to pilots – to date, 7 airlines have been provided funding to install these systems in exchange for critical operational data. At 20 of the busiest airports in the US, the agency conducting surface analysis meetings with air traffic control, FAA safety inspectors, and airport operators and developed action plans to mitigate detected risks. To enhance Runway Safety Areas, Engineered Materials Arresting Systems, a bed of crushable concrete placed at the end of a runway to absorb the forward momentum of an aircraft, is now in place at 37 runway ends at 26 airports in the US and at airports in China and Spain. To increase awareness of pilots that they are approaching a runway, 75 of the busiest US airports installed Enhanced Taxiway Markings. These markings are now being installed at smaller US airports.

5.7.3 The FAA has also addressed human factors in many of its initiatives. Air traffic communications were analyzed and requirements were added for controllers to issue explicit taxi

instructions and for controllers to wait until an aircraft has crossed all intervening runways before being issuing a takeoff clearance. To identify safety risks that might not have been identified through existing audits and inspections, a voluntary reporting system is being implemented for air traffic controllers. The agency has been studying fatigue issues, and conducted its first Fatigue Symposium. The FAA will establish a joint FAA-industry Runway Safety Council to review runway incursion data, conduct root cause analysis, and develop safety recommendations, and adopt strategies to implement the recommendations and/or request further studies of issues.

5.8 DP/5/13 EFFECTIVE ENGAGEMENT WITH THE UNIVERSAL SAFETY OVERSIGHT AUDIT PROGRAM

5.8.1 Australia's aviation safety systems were reviewed under ICAO's Universal Safety Oversight Audit Program (USOAP) in February 2008. Australia advised the Conference that they viewed the audit as an opportunity for independent review of their aviation safety oversight and, consequently, their approach to the 12 month preparation period and involvement in the audit itself was based on openness.

5.8.2 Australia found the whole process to be a valuable experience, not only for the independent review of safety systems but also the direct interaction with ICAO. Australia believes that the process allows for ICAO to gather information about best practices and appropriate alternative means of responding to the minimum standards it sets and as such should be viewed as a two-way process.

5.8.3 Australia highly recommends to other States that they agree to the public release of not just the summary audit chart but also the entire audit report. The full report provides vital context to the summary chart which only depicts what the audit team found in relation to implementation of the SARPs at a particular point in time. Provision of the State's plans to address identified deficiencies will assist in maintaining public confidence in the safety oversight system.

5.8.4 Australia also believes it is important for States which have experienced the USOAP process to share the knowledge gained. Australia recently participated in a workshop in Niue during which experienced States discussed their audit experiences with Pacific Aviation Safety Office (PASO) member states which will soon be audited. The Asia Pacific Consultative Link might also be an appropriate vehicle for forming a National Safety Oversight Coordinator network to facilitate the sharing of audit experiences to ultimately improve the results of the process and to provide coordinated feedback to ICAO.

5.9 DP/5/16 SMS AS A CORNERSTONE OF THE MODERNIZED ANNEX 6 PART II

5.9.1 The International Business Aviation Council (IBAC) presented this Discussion Paper with the objective of advising the Conference of the salient provisions of the new modernized Annex 6 Part II Operation of Aircraft, International General Aviation, Aeroplanes. The IBAC delegate pointed out that the Annex was amended primarily based on recommendations from the general aviation industry with the goal of utilizing best practices used by corporate aviation that have resulted in an excellent safety record.

5.9.2 Central to the new performance based provisions of the modernized SARPs is a Safety Management System that is to be scaled to the size and complexity of the operation. It was pointed out that IBAC has considerable experience with SMS given that it has been the cornerstone of the industry's International Standard for Business Aircraft Operations (IS-BAO) safety standard for a number of years. The SMS is the foundation of the code of best practices, developed specifically for operators with one or two aircraft, but also scalable to larger operations. The industry has also developed supporting programs to assist operators to introduce SMS. IBAC

pointed out that Annex 6 Part II does not require that operator's SMS programs be approved by the authority, but nevertheless it will be important for both authorities and operators to fully understand the spirit of the scalable provisions to ensure that the SMS is not made so complex that operators have difficulty keeping it current and effective.

5.9.3 The IBAC paper encourage States to have regard to the spirit and rationale applied to modernizing the Annex when formulating regulations according to the new provisions of Annex 6 Part II ; and recommends that States have regard to industry developed SMS guidance and encourage corporate operators to avail themselves of this guidance to support effective implementation of SMS requirements.

5.10 DP/5/18 AVIATION REFORM - SUSTAINING SAFETY

5.10.1 Indonesia has embarked on a sustained program of transforming the safety of aviation oversight and service delivery. The implementation of the program will be assisted by a Civil Aviation Transformation Team (CATT) to coordinate the necessary changes. Assisted by an ICAO Program Manager, the CATT will be a new approach to sustaining safety through aviation reform. Indonesia recognizes that sustainability of their improvements in aviation can only be guaranteed through addressing a holistic approach covering governance, safety, people, technology and operations and working in a cooperative and transparent manner with all stakeholders. The Indonesian DGCA has developed a Civil Aviation Strategic Action Plan and a series of projects that stem from our overall plan of a roadmap for safety. This process will allow the determination of priorities and the coordination of activities needed to implement and sustain change.

5.11 DP/5/19 REGIONAL ACCIDENT INVESTIGATION WORKSHOP

5.11.1 The Air Accident Investigation Bureau of Singapore (AAIB) hosted the ICAO Asia and Pacific Regional Accident Investigation Workshop on 19-21 August 2008. The Workshop was attended by 65 participants from 22 States/Administrations and 11 delegates from ECAC. Three Workshops were held at the ICAO Bangkok Office in 2001, 2003 and 2005. The Republic of Korea and Hong Kong hosted the Workshops in 2006 and 2007 respectively.

5.11.2 Nineteen technical papers were presented at the Workshop. Half a day was also set aside for a special session on the ICAO 2008 Accident Investigation and Prevention Divisional Meeting, which generated good discussions. The participants expressed that the special session was extremely useful.

5.11.3 The Workshop participants were of the view that the Workshop was very useful as a platform for sharing of experience, information exchange and networking, and that the Workshop duration of three days, instead of two in the past workshops, was appropriate and could be maintained.

5.12 DP/5/23 INTRODUCTION OF SMS FOR APPROVED MAINTENANCE ORGANIZATIONS

5.12.1 Japan presented Discussion Paper 5/23 and invited the Conference to note that the amendment of ICAO Annex 6 adopted in March 2006 introduced the requirement that the Approved Maintenance Organizations (AMOs), which carry out the maintenance of aircraft including the relevant components used for international commercial air operators, shall introduce Safety Management System (SMS) into their organization from January 1st, 2009.

5.12.2 Japan informed the Conference that SMS for Japanese air operators had already become an obligation since October 2006. Furthermore, the JCAB decided to make the introduction of SMS for the AMOs compulsory and to stipulate the requirement for SMS in Civil

Aeronautics Regulations and a circular. Japan expects that the AMOs will also establish a SMS suitable for each surroundings, scale and so on.

5.12.3 Civil aviation authorities including the JCAB also have many AMOs located in other countries, and then local authorities and many other authorities direct to the AMOs for introduction of the SMS. So, the civil aviation authority needs to cooperate with other concerned authorities so that the AMOs can introduce a harmonized SMS with all standards of every concerned country's authorities.

5.12.4 Consequently, the Conference was requested to encourage the civil aviation authorities in the Asia and Pacific Regions to cooperate with each other as needed so that AMOs can introduce a harmonized SMS based on ICAO standards.

5.13 DP/5/24 IMPLEMENTATION OF STANDARDS AND RECOMMENDED PRACTICES THRU THE PROVISION OF NATIONAL REGULATIONS

5.13.1 This paper presents solutions taken by Department of Civil Aviation, Thailand (Thai DCA) in order to overcome difficulties faced in the implementation of Standards and Recommended Practices (SARPs) thru the provision of specific operating regulations after the 2005 ICAO USOAP audit results indicated that direct adoption of ICAO Annexes as specific operating regulation was not an appropriate way to address compliance with the Annexes any longer. Thailand has proposed a corrective action plan to ICAO and estimated to complete the plan by 31 July 2012. However, the same problem was also addressed by the FAA during the IASA consultation in 2007.

5.13.2 The FAA had requested Thai DCA to accelerated correction of such findings by adopting the FAA IASA Model Aviation Regulatory Document and also commented on inefficient reference systems used in the Thai legal systems. Unfortunately, the FAA IASA Model Aviation Regulatory Document could not be adopted because of different legal systems. Also, coding or numbering systems could not be introduced to the national legal system. As a result, Thai DCA has developed regulation cross reference system and codes of laws and regulations related to Annexes 1, 6 and 8 for internal uses between Thai DCA and operators. At this stage, the developed cross reference system and codes of laws and regulations have shown that they are promising solutions to solve problems that Thailand has had in implementing ICAO SARPs thru its national laws and regulations. Thai DCA also plans to expand the cross references and codes of laws and regulations to cover laws and regulations related to other Annexes besides Annexes 1, 6 and 8. This intention will also support the new specific operating regulations which will be issued according to the new amendment of the Air Navigation Act.

5.13.3 The Conference is invited to share experiences in resolving similar difficulties which might have been faced during implementing of SARPs and discuss if there are other efficient means to solve the same problem.

5.14 DP/5/25 SAFETY MANAGEMENT SYSTEM IN THAILAND

5.14.1 Thailand presented DP/5/25. The SMS Regulations and SMS guidance material are the core for implementing SMS. The Thai DCA systems approach to safety and the updated SMS requirements provide practical tools for systemic SMS components and elements such as hazard identification, risk assessment, safety policy, emergency response planning, safety assurance, safety performance monitoring and measurement, management of change, continuous improvement and audit, safety promotion and safety communication.

5.14.2 At present the aviation safety management systems seek to enhance the organisational approach to managing a safe and successful aviation operation. It focuses on a systematic and proactive discipline of performing hazard identification and risk assessment on an organisation's aviation safety related operations and processes. Thailand indicated that SMS is the answer.

5.14.3 Thailand asked the Conference to recognize the importance of SMS and make every attempt to encourage implementation of SMS based on the non punitive and continuous improvements principle required by ICAO.

5.15 DISCUSSION ON PAPERS PRESENTED

5.15.1 In discussing DP/5/18, ICAO congratulated the government of Indonesia on their innovative approach to reform in order to enhance the safety of its civil aviation system as agreed in the joint declaration between the two.

5.15.2 In discussing DP/5/23, the Conference noted that states should cooperate in the implementation of SMS for approved maintenance organisations and that states should recognise each others oversight responsibility for SMS, provided the requirements are equal to or above the ICAO minimum standards, in order to avoid multiple SMS requirements.

5.16 SUMMATION BY THE MODERATOR

5.16.1 In summarizing the session under Agenda Item 5 (Safety), the Moderator reiterated the comments made by the Honorable Malaysian Minister of Transport, Y.B. Dato' Sri Ong Tee Keat, wherein he said "Directors General of Civil Aviation have contributed much to regional cooperation and overcoming challenges. I am confident that this 45th Conference will see new levels of cooperation, contribute much to intra-regional cooperation, formulate new strategies and practical solutions, as well as formulate a total package of safety, security, air navigation and environment action items for the challenges that lie ahead." During Agenda Item 5, the Conference addressed the issue of safety in an atmosphere of great cooperation and energy.

5.16.2 The issue of safety is the umbrella under which we do all that we do in aviation. This session of the Conference addressed the importance of taking effective elements of aviation safety and making them better and addressed issues ranging from the Universal Safety Oversight Audit Program to Airfield (runway) Safety to Safety Management Systems to Outsourcing of Maintenance. Throughout these important discussions and activity reports from various states throughout the region, safety was further defined as requiring an open culture of cooperation and harmonization, emphasizing the need to be progressive in implementing new technologies and ideas, then enhancing them after careful and consistent review. The importance of adequate training, constant communication across boundaries and always moving forward in a spirit of harmonization and cooperation was also a solid theme associated with each and every discussion paper offered.

5.17 ACTION ITEM

5.17.1 **Action Item 45/4** Recognizing the need for a systems oriented approach to safety, the Conference urged States to implement the recently published amendments to Annex 6, including the State Safety Programme (SSP) and Safety Management System (SMS) frameworks as a means of aligning SSP and SMS regulations and implementation requirements.

45th Conference of Directors General of Civil Aviation
Asia and Pacific Regions

Agenda Item 6:
AVIATION SECURITY

Kuala Lumpur, Malaysia: 24 - 28 November 2008

AGENDA ITEM 6: AVIATION SECURITY

Moderator: Mr. Akuila Waradi
Director of Civil Aviation
Fiji

6.1 Two (2) Discussion Papers and twenty-three (23) Information Papers were received on various topics related to aviation security.

6.1.1 The following Discussion Papers and one Information Paper were presented.

REF.	TITLE	PRESENTED BY
DP/6/1	Progress Report on the ICAO Universal Security Audit Programme	ICAO
DP/6/3	Pilot in Command and the Security System	IFALPA
IP/6/17	FAA 145 Certification of Foreign Repair Stations Pending Issuance of TSA Regulations	United States of America

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

6.2.1 The ICAO Secretariat indicated that the ICAO Universal Security Audit Programme (USAP) launched in 2002, completed its initial cycle of audits in December 2007. A total of 182 audits were conducted under the initial cycle of audits, including 181 Contracting States and the Hong Kong Special Administrative Region. Within the Asia Pacific region 35 of 36 States were audited during the initial cycle.

6.2.2 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 (these visits occur two years after the initial audit). As of 31 October 2008, 28 of the 35 Asia Pacific States have received follow up missions. The aim of the follow up missions is to validate the State's implementation of their corrective action plans based on the ICAO USAP audit recommendations and provide support where necessary.

6.2.3 Extensive analysis of the findings of the initial cycle of audits has helped the process of prioritising training and remedial assistance projects. The Audit Results and Review Board has been established to coordinate strategies to work with States that are found to have significant compliance shortcomings with respect to the ICAO Standards and Recommended Practices.

6.2.4 With the commencement of a second cycle of audits in January 2008, the scope of the audits has been expanded to include relevant security related provisions of Annex 9 — Facilitation, and a proposal to introduce a limited level of transparency with respect to aviation security audit results has been approved by the Council.

6.3 DP/6/3 PILOT IN COMMAND AND THE SECURITY SYSTEM

6.3.1 In its paper IFALPA emphasized the need for the Commander's authority to be recognized by all people onboard, during all phases of international and domestic flight, and for the Commander to be an essential link of the security chain.

6.3.2 Aviation Security has its foundation in international Conventions. The Tokyo Convention of 1963 is seen as the basis for the so called “Captains Authority” and enforces the Captain with the rights needed to maintain a secure flight.

6.3.3 ICAO Annex 17, paragraph 4.7.8 states that "each Contracting State shall ensure that the pilot-in-command is notified as to the number of armed persons and their seat location."

6.3.4 IFALPA acknowledged that Annex 17 – 2.2.1 refers to international civil aviation operations. However, Annex 17 – 2.2.2 says that each Contracting State shall ensure that measures designed to safeguard against acts of unlawful interference are applied to domestic operations to the extent practicable, based upon a security risk assessment carried out by the relevant national authorities.

6.3.5 In its papers IFALPA encouraged each Contracting State to ensure that the pilot-in-command is notified as to the number of armed persons on board the aircraft for both international and domestic flights in the interests of safety and security.

6.3.6 IFALPA urged each Contracting State, when deploying In Flight Security Officer's, to do so according to the ICAO Security Manual Doc 8973, Appendix 17.

6.4 OPENING REMARKS BY THE MODERATOR AND DISCUSSIONS ON PAPER PRESENTED

OPENING REMARKS

6.4.1 In his opening remarks, while introducing Agenda Item 6 (Security) the Moderator stated that Aviation Security is the collective responsibility of all stakeholders in the aviation industry. This important subject matter requires detailed handling by all given the complexities of technology used by perpetrators.

6.4.2 The Moderator drew the attention of the Conference to the *raison d'eter* for civil aviation and why it is absolutely critical that a balance be found in regards to the suggested harmonization and modification of the rules that govern the industry's operations and the need to embrace the ever evolving features of the industry.

6.4.3 The Moderator also stressed upon the need to be mindful of State's obligations not to compromise aviation safety and aviation security for sake of economic expediency.

6.4.4 The Moderator presented a brief overview on Fiji's progress in aviation security and informed that its involvement in PASO allowed it to continue to foster its regional aviation security obligation.

DISCUSSIONS ON PAPER PRESENTED

6.4.5 In discussing DP/6/1, the delegates were appreciative of the ICAO Secretariat for highlighting important issues related to Aviation Security and providing an update on USAP. The Conference acknowledged the need for States/Administrations to cooperate with the ICAO USAP. On a question raised by the Republic of Korea on the limited level of transparency with respect to aviation security audit results and the signing of the MoU, the Regional Director assured the Delegate that the matter would be taken up with ICAO Headquarters for advice.

45th Conference of Directors General of Civil Aviation
Asia and Pacific Regions

Agenda Item 7:
AIR TRANSPORT

Kuala Lumpur, Malaysia: 24 - 28 November 2008

AGENDA ITEM 7: AIR TRANSPORT

Moderator: Mr. Simon W.H. Chan
President,
Civil Aviation Authority of Macao, China

7.1 Three (3) Discussion Papers and ten (10) Information Papers were received under this Agenda Item and the following Discussion Papers were presented:

REF.	TITLE	PRESENTED BY
DP/7/2	Considering the Environmental Effects from Civil Aviation	ICAO
DP/7/5	CANSO's Contributions to the Conference on the Economics of Airports and Air Navigation Services (CEANS)	CANSO
DP/7/8	Managing the Environmental Issues of Air Transportation	IATA

7.2 DP/7/2 CONSIDERING THE ENVIRONMENTAL EFFECTS FROM CIVIL AVIATION

7.2.1 This paper was presented by the ICAO Secretariat. The paper explained that emissions from aviation come from the combustion of aviation gasoline and jet fuel. The contribution of aviation emissions to the total CO₂ emissions is relatively small. ICAO's Carbon Calculator supports the United Nations (UN) Climate Neutral Initiative which calls for all agencies and units of the UN system to determine their total carbon emissions.

7.2.2 The 36th Session of the ICAO Assembly in 2007 established the Group on International Aviation and Climate Change (GIACC) consisting of 15 high-level government officials from States that are geographically representative of developed and developing countries alike. Their collective mandate is to develop and recommend to ICAO an aggressive programme of action for international aviation and climate change to be considered by the Organization under a timeline. Smaller working groups were formed to expedite work on the goals, measures and means to evaluate progress to reduce aviation GHG. The proceedings from the first two GIACC meetings are available on the ICAO web site at: www.icao.int/icao/en/env/workshops.htm

7.2.3 While ICAO is working towards the development of GHG reduction and other goals at the global level, implementation takes place at the regional and local levels. For this reason, it is critical for regions to understand the high-level objectives of ICAO and for technical groups, like CAEP, to be informed of developments in the regions to be able to support the assessment of the environmental protection benefits of regional plans. States should continue to consider environmental issues in the planning and implementation of regional air navigation systems including the development of new routes, design of terminal procedures and ground movements.

7.3 DP/7/5 CANSO's CONTRIBUTIONS TO THE CONFERENCE ON THE ECONOMICS OF AIRPORTS AND AIR NAVIGATION SERVICES (CEANS)

7.3.1 This paper summarises CANSO's input at the recent ICAO Conference on the Economics of Airports and Air Navigation Services (CEANS) and the recommendations of the CEANS related to these inputs.

7.3.2 CANSO stressed at the Conference that the basis of ANS performance is the governance structure decided by State policies. Service provision and regulation by the same entity for example is inconsistent with the principles of good governance. CEANS recommended that in such cases there should be clear separation of the regulatory and operational functions with the powers clearly defined for each one. It further recommended that States review the governance structure with regard to their ANSPs and ensure use of the best practices of good corporate governance. These would include the need for performance measurement in key areas such as safety, service quality, productivity and cost effectiveness as well as the need for regular consultation with users. In this regard, CANSO highlighted the important work done by its Global Benchmarking Workgroup and its Customer Relations Workgroup.

7.3.3 The CANSO paper invites the Conference to note the content of the paper and encourages States to focus on good governance and best practices to drive continuous improvements in ATM performance.

7.4 DP/7/8 MANAGING THE ENVIRONMENTAL ISSUES OF AIR TRANSPORTATION

7.4.1 IATA presented DP/7/8. This paper highlights the increased importance of CNS/ATM activities in the management of aviation's environmental impacts. Against the background of the ICAO goal of limiting or reducing the impact of aviation emissions on the global climate, it discusses responsibility in environmental matters. Air Navigation Service Providers need to consider environmental benefits when defining systems for air traffic services, including the environmental savings of new routes, terminal procedures and ground movements. This paper calls for all stakeholders to take a more proactive approach to environmental management and pursue the use of operational measures that can limit or reduce the environmental impact of aircraft engine emissions. The Conference was requested to consider the implementation of Clean Speed departures and Continuous Descent Arrivals (CDA) as part of their environmental enhancements to operations.

7.5 DISCUSSIONS ON PAPERS PRESENTED

7.5.1 In discussing DP/7/2 the delegate from India introduced their support to the initiative on environment protection, which is linked to global warming. India together with South Africa as the members in CEAP steering group support are trying to build quantified data for study. India also supports that the air traffic services should take environmental protection into consideration during the planning and implementation phases such as route rationalization to reduce carbon emissions. Singapore also supports this issue and suggested that a workshop should be organized to promote the environmental protection.

7.5.2 In discussing DP/7/8 the Regional Director gave his views on the subject. He explained that this issue has been taken seriously in the APANPRIG and appreciated the efforts that States have been putting in shortening the air routes and reducing vertical separation in the region.

7.6 SUMMATION BY THE MODERATOR

7.6.1 In summarizing the session under Agenda Item 7 the Moderator advised that there were other very valuable and informative papers in this Agenda Item and they covered a wide range of subjects including airport expansion, restructure of CAA, liberalization of traffic right, more free access to market for general aviation etc. Measures should be taken by each Member State to create flexible conditions for the operator to become more cost effective and productive, especially during the prevailing economic downturn.

7.6.2 In his intervention, the Chairperson advised that the issue of access to the EU should be taken up for discussion. The representative from UK/EU informed the Conference that any comments on this issue were welcome so that he could bring all these issues to the attention of the EU. The Chairperson suggested that the representative from UK/EU should make a presentation when Agenda Item 9 (Other Business) is taken up for discussion.

45th Conference of Directors General of Civil Aviation
Asia and Pacific Regions

Agenda Item 8:

TECHNICAL AND REGIONAL COOPERATION

Kuala Lumpur, Malaysia: 24 - 28 November 2008

AGENDA ITEM 8: TECHNICAL AND REGIONAL COOPERATION

Moderator: Mr. Shane Carmody
Deputy Chief Executive Officer Strategy and Support
Civil Aviation Safety Authority of Australia

8.1 Eight (8) Discussion Papers and two (2) Information Papers were received under this Agenda Item. The Discussion Papers listed below were.

REF.	TITLE	PRESENTED BY
DP/8/1	ICAO Technical Cooperation Programme Interventions in Asia and Pacific Regions	ICAO
DP/8/2	ICAO Regional Programmes in Asia & Pacific Regions (COSCAPs)	ICAO
DP/8/3	Progress Report on the Cooperative Aviation Security Programme in the Asia and Pacific Regions (CASP-AP)	ICAO
DP/8/4	The CAPSCA Project of ICAO-Asia/Pacific (Cooperative Arrangement for the Prevention of Spread of Communicable Disease through Air Travel)	ICAO
DP/8/7	Flags of Convenience	Australia
DP/8/8	Enhancing Cooperating through the DGCA Conference	Australia
DP/8/9	Aviation Safety Investigation - Cooperative, Independent, No Blame, and Accountable	Australia
DP/8/10	Promoting Technical and Regional Cooperation through Human Resource Development	Singapore

8.2 DP/8/1 ICAO TECHNICAL COOPERATION PROGRAMME INTERVENTIONS IN ASIA AND PACIFIC REGIONS

8.2.1 The ICAO Secretariat presented DP/8/1. The ICAO Technical Cooperation Programme in the Asia/Pacific Region is involved in implementing country and regional projects and programmes. Presently, 52 country projects are approved in 17 countries, 18 of which are under implementation in 10 countries, and nine country projects are under consideration in five countries. Additionally, six regional projects are being implemented. These projects comprise COSCAP South Asia, South East Asia, North Asia, CASP Asia/Pacific, Cooperative Arrangement for Preventing the Spread of Communicable Diseases through Air Travel (CAPSCA) and the Cooperative Agreement for Enhancement of the Meteorological Service for Aviation in the South Pacific (CAEMSA-SP). In addition, four projects providing IFFAS grants and three projects providing EC grants to the three COSCAPs and the CASP Programme are being implemented as components of the COSCAP and CASP Programmes. Furthermore, a UN grant is providing funding for CAPSCA. The planned programme level for Asia and the Pacific in 2008 is \$9.7 million with an expected implementation of \$8.1 million. The projection for the Asia and Pacific programme level in 2009 is approximately \$14.2 million.

8.2.2 External funding for technical cooperation activities in Asia/Pacific Region has been provided by the following partners and donors: Airbus, Asian Development Bank (ADB),

Boeing, Bombardier, European Commission (EC), FAA, France, International Financial Facility for Aviation Safety (IFFAS), Norway, and Transport Canada.

8.3 DP/8/2 ICAO REGIONAL PROGRAMMES IN ASIA & PACIFIC REGIONS (COSCAPS)

8.3.1 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. The DP highlighted the strengthening in cooperation in the Asia Pacific Region over the past year. In particular, it highlighted the two initiatives related to Accident Investigation and Foreign Air Operator requirements. These initiatives will deliver model regulations, inspector handbooks, and training, which will permit States to establish their safety oversight obligations in these two areas in accordance with ICAO requirements. The paper suggest that a broader range of similar initiatives should be undertaken that would provide the full range of model documents that would enable developing States to readily establish their safety over system. They could then direct their limited resources to implementing their safety oversight system.

8.4 DP/8/3 PROGRESS REPORT ON THE COOPERATIVE AVIATION SECURITY PROGRAMME IN THE ASIA AND PACIFIC REGIONS (CASP-AP)

8.4.1 The ICAO Secretariat presented DP/8/3. 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.

8.4.2 The Programme is open to all States and Administrations in the Asia/Pacific Region. So far, twenty three States/Administrations have joined. (Tonga has indicated they wish to join the programme but are yet to sign the programme document) Brunei Darussalam recently joined the programme and the initial assistance evaluation visit is scheduled for 15 December.

8.4.3 The Programme Coordinator 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 focusing on recent CASP-AP Members. Phase Two (Evaluation and Revision of Legislation relating to Aviation Security) commenced in October 2005, when the part-time CASP-AP Air Law Expert took up post. This phase is on-going. Phase Three (Aviation Security Training) commenced in March 2006. Training instruction has been provided through the use of part-time consultants together with the Programme Coordinator, the ICAO Regional AVSEC Officer and recently an officer from the ICAO ISD Branch in Montreal. This activity continues by offering Instructor Training, National Inspector Training and Quality Control Workshops.

8.4.4 Five 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, and to institutionalize the Programme through signing of a Memorandum of Understanding and an Administrative and Operational Policies and Procedures Manual. The fifth meeting held in June 2008, was reminded of the proposal for a Standing Structure for Aviation Security in the Asia Pacific Region and provided with options for its establishment.

8.4.5 The Programme is proving extremely successful and with the institutionalization agreement now in place the programme will adopt executive and regulatory tasks and responsibilities.

8.4.6 CASP-AP membership has increased from 12 to 23. The Programme has offered and provided assistance where required to member States and Administrations with National, Quality Control and Security Training Programmes together with legislative evaluation. The Programme has developed a generic National Civil Aviation Security Programme customized for the Asia and Pacific region, and provided in-country National AVSEC Instructors and National AVSEC Inspector training and a Quality Control Workshop for a total of 159 participants

**8.5 DP/8/4 THE CAPSCA PROJECT OF ICAO – ASIA/PACIFIC
(COOPERATIVE ARRANGEMENT FOR THE PREVENTION OF
SPREAD OF COMMUNICABLE DISEASE THROUGH AIR
TRAVEL)**

8.5.1 The ICAO Secretariat presented DP/8/4. The aim of the project, which was initiated by ICAO in 2006, is to reduce the risk of spreading influenza having pandemic potential, and similar communicable diseases, by air travellers through co-operative arrangements between the Participating States/Administrations and airports. This would be achieved initially by the application and implementation of ICAO Guidelines for preventing the spread of communicable diseases at major international airports. An ICAO Expert, provided for the project, would then visit participating airports to assist the concerned authorities in implementing the guidelines. ICAO State guidelines provide the basic documentation for the project. The activities of the project involve, for participating States/Administrations, a review of States/Administrations, airports and airlines preparedness plans to ensure that the relevant policies, training and communication procedures are in place. A harmonised approach to preparedness planning and implementation, in the aviation sector, is the main goal.

8.5.2 12 States and Administrations have approved the project. Evaluation visits have been carried out on 11 airports in 7 States/Administrations. The 1st Steering Committee Meeting (SCM) was held 30 to 31 August 2007 under the auspices of the Civil Aviation Department (CAD), Hong Kong. The 1st Regional Aviation Medicine Team (RAMT) meeting of CAPSCA meeting was held at the ICAO Regional Office, Bangkok, Thailand from the 10th to 11th Oct. 2007. The 2nd SCM was held from 11 to 12 June 2008, hosted by DGCA, Indonesia and the 2nd RAMT was held on the 12 Sept. 2008 at the ICAO Regional Office, Bangkok. The Guidelines have been reviewed and updated. Practical considerations with regard to implementation of the Guidelines have been discussed and a consensus for harmonized application agreed upon.

8.5.3 The CAPSCA Project has been extended to Africa and in 2009 will also commence in the Middle East and possibly South America.

8.5.4 While considerable progress has been made, States are still not coming forward actively enough to approve the project. At the 2nd SCM of CAPSCA, it was agreed that a resolution would be tabled to the 45th Conference of Directors General of Civil Aviation, Asia and Pacific Regions, for the Conference to adopt a resolution for all member States/Administrations to join the project and for the Conference to have this as an action item in its agenda.

8.5.5 The paper invites the 45th DGCA Conference to endorse the call for a resolution to be adopted for all States/Administrations to approve the project. The CAPSCA SCM requests that this resolution be an action item of the 45th DGCA conference.

8.6 DP/8/7 FLAGS OF CONVENIENCE

8.6.1 This paper was presented by Australia. Since the establishment of ICAOs Universal Safety Oversight Audit Programme, there have been findings that not all states are fully implementing the minimum standards under Article 33 of the Chicago Convention. The differences in implementing States' obligations under Article 33 of the Chicago Convention and the increasing liberalisation of the aviation industry has the potential for the practice of flags of convenience to emerge in the aviation sector. The Conference is invited to consider what action the DGCA can take on aviation flags of convenience at a regional level.

8.7 DP/8/8 ENHANCING COOPERATION THROUGH THE DGCA CONFERENCE

8.7.1 This paper was presented by Australia. In recent years there have been attempts made to identify mechanisms for both increasing cooperation within, and enhancing representation for, the Asia and Pacific regions. These efforts have had varying success.

8.7.2 This annual meeting of DGCAs from across the regions provides a unique opportunity for considering global and regional issues with the potential for concrete outcomes for participants.

8.7.3 Australia invited the Conference to agree that that a small working group of interested States be formed to examine ways in which the DGCA Conference might effectively encourage cooperation and representation for the regions with a view that the working group report back to the 46th DGCA Conference

8.7.4 Previous papers presented to this Conference have noted that there might be scope for increased representation for the regions in ICAO positions and on the ICAO Council.

8.7.5 This paper suggests that the issue of increased representation remains for DGCAs to consider but suggests that there should now be a focus on enhancing existing representation, such as through the current Asia Pacific Council members.

8.8 DP/8/9 AVIATION SAFETY INVESTIGATION – COOPERATIVE, INDEPENDENT, NO BLAME, AND ACCOUNTABLE

8.8.1 Australia stressed that the need for cooperation in investigations is a fundamental tenet and is now more important than ever. Many States do not have, or do not dedicate, the resources to meet their ICAO Annex 13 obligations, thereby reducing the effectiveness of their safety oversight and investigation capabilities. This in turn reduces their ability to meet the needs of their citizens, and the citizens of many other countries when an aircraft is carrying passengers or crew of differing nationalities. This paper briefly explores the need for regional cooperation in the conduct of independent, no-blame, accountable investigations.

8.8.2 ICAO has contemplated the need for Regional cooperation in investigations and this was the subject of a working paper discussed at the ICAO Accident Investigation and Prevention (AIG) Divisional Meeting (2008) in Montreal in October 2008. Australia pointed out that the ICAO Secretariat's working paper on Regional Cooperation in Investigations drew attention to responsibilities of States to ensure appropriate oversight and investigation, and highlighted the fact that many States are falling short of their responsibilities. It is clear that each State bears responsibility for the continuing airworthiness of aircraft; safe and efficient aircraft operations; the licensing and/or certification of personnel; safe air traffic flow within its airspace, sufficient airport infrastructure; and adequate investigations of aircraft accidents and incidents.

8.8.3 At the November 1997 Conference of Directors-General of Civil Aviation, ICAO highlighted the findings of its safety oversight assessments, which indicated that a significant number of Contracting States were experiencing problems in implementing Standards and Recommended Practices (SARPs), recruiting qualified personnel and, in general, fulfilling their safety oversight obligations.

8.8.4 In 2006, ICAO published the Safety Oversight Manual and Part B — The Establishment and Management of a Regional Safety Oversight System (Doc 9734-part B). While Doc 9734-part B does not specifically address aircraft accident and incident investigations, it can be used as a reference for the establishment of regional accident investigation systems.

8.8.5 If a State is not able to establish a separate, functionally independent, no-blame accident and incident investigation authority because of limited resources in its own State, the State should look to the possibility of establishing such an authority in conjunction with other States in a regional group. For many years the Interstate Aviation Committee based in Moscow has capably conducted investigations on behalf of Russia and 11 other States. The Interstate Aviation Committee works cooperatively with the 12 States and is a functionally independent, no-blame, accountable regional investigation authority.

8.8.6 Consideration should be given to the need to ensure that the establishment of a regional system for the investigation of accidents and incidents does not affect the independence of the investigation process, which is not a matter covered in detail in Doc 9734-Part B.

8.8.7 In its paper Australia invites the Conference to set up a working group with the aim of establishing regional accident and incident investigation systems that are independent, no-blame and accountable.

8.9 DP/8/10 PROMOTING TECHNICAL AND REGIONAL COOPERATION THROUGH HUMAN RESOURCE DEVELOPMENT

8.9.1 This paper by Singapore discusses Singapore Aviation Academy's (SAA) role in promoting technical and regional cooperation through training over the past 50 years. It highlights SAA's key milestones over the past five decades and how SAA is committed to continue supporting the training needs of the Asia Pacific region through making training available to developing countries through fellowships, organising and hosting conferences to promote sharing and exchange of information, forging partnerships to enhance its programmes and supporting the work of COSCAP-SEA. SAA proposes to host a seminar in 2009 where States' civil aviation training directors will gather to discuss priorities in human resource development and training needs of the region. The paper invites the Conference to support the proposed seminar and to participate in it when organized in 2009.

8.10 DISCUSSIONS AND SUMMATION ON THE PAPERS PRESENTED

8.10.1 Papers presented by ICAO in relation to cooperative work being undertaken through the Technical Cooperation Bureau, COSCAPs and CASP-AP (DP/8/1, DP/8/2 and DP/8/3) received broad support. States noted that the initiatives providing direct technical assistance, particularly to small states facing challenges meeting safety and security requirements, were invaluable in the Asia Pacific Regions.

8.10.2 The Conference noted that the success of these initiatives relied on the cooperation of States. As a result, the Conference supported the ongoing activities and encouraged States to take up the assistance available through these mechanisms. States with capacity to provide practical support for the work of these bodies were encouraged to do so. Further, the Conference welcomed the update on the work of ICAO's CAPSCA Project. This was seen as a very important

project with potential for significant benefits in the preparedness for and prevention of the spread of communicable diseases. While the project has had some support within the Asia-Pacific, it was agreed that States and Administrations should be encouraged to approve the project. The Conference recognized the work of Dr. Jarnail Singh in his personal commitment and efforts to ensure the success of the project. As a result, the Conference passed a formal vote of thanks to Dr. Jarnail Singh.

8.10.3 In considering DP/8/7, the Conference noted that there had been instances where there were concerns that air operator certificates might have been issued without meeting the minimum ICAO standards and that this was an issue the Asia Pacific regions should work to address cooperatively. There was broad support for the formation of a working group to consider agreed approaches to dealing with flags of convenience, with ICAO providing secretariat to the group. It was agreed the working group would report to the 46th DGCA conference on its work.

8.10.4 In discussing DP/8/8 it was acknowledged that the DGCA Conference provides an important opportunity for regional consideration and discussion of key aviation issues but it was also agreed that there was scope for considering ways to improve the effectiveness of the conference in dealing with some of these issues. Consequently, it was agreed that a working group be formed to share ideas on this and to provide suggestions for improvement for consideration by the 46th DGCA conference. It was agreed that the APCL provided a useful mechanism for discussing these ideas.

8.10.5 There was also general support for the concept proposed in DP/8/9 for a working group to consider establishment of a regional mechanism for dealing collaboratively with accident and incident investigation, as many small states lack the resources to meet the requirements of Annex 13. While it was recognized that there could be sensitivities around this issue, particularly in relation to legal matters, many saw value in the establishment of the group to carefully consider all relevant aspects of such a mechanism. It was suggested that the TCB might be able to provide practical support in this regard.

8.10.6 DP/8/10 which proposed cooperation in human resource development was also accepted by the Conference.

8.11 ACTION ITEMS

8.11.1 **Action Item 45/5** Recognizing that regulators, airport administrations, air navigation service providers and airlines 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 regulators, airport administrations, air navigation service providers and airlines to Assembly Resolution A36-17 and the assistance provided through ICAO-executed in-country technical cooperation focusing on safety, security, aviation medicine, aviation meteorology and SARPs compliance, infrastructure and human resource development projects, as well as sub-regional and regional technical cooperation projects, such as COSCAPs, CASP-AP, CAPSCA and CAEMSA; and
- b) supports this Assembly Resolution in encouraging regulators, airport administrations, air navigation service providers and airlines in the Regions, whenever appropriate, to seek assistance of ICAO for the identification, formulation, analysis, implementation and evaluation of civil aviation development projects.

8.11.2 **Action Item 45/6** Noting the increasing international concern on the potential safety risks associated with aviation flags of convenience the Conference invites the ICAO Regional Office to look carefully into the contents of the Paper submitted by Australia on the subject.

8.11.3 **Action Item 45/7** Acknowledging that the DGCA Conference provides an important opportunity for regional consideration and discussion of key aviation issues the Conference:

- a) Recognizes the fora as a suitable platform to share idea and provide suggestions for improving the effectiveness of the DGCA Conference; and
- b) recognizes that the APCL provides a useful mechanism for discussing such ideas.

8.11.4 **Action Item 45/8** Noting that many small States lack the resources to meet the requirements of Annex 13 the Conference:

- a) agrees to establish a working/study group to consider establishment of a regional mechanism for dealing collaboratively with accident and incident investigation; and
- b) requests ICAO TCB to consider the possibility of undertaking such as a study through various mechanism available at its disposal.

8.11.5 **Action Item 45/9** Recognizing the need for human resource development the Conference:

- a) supports the holding of a seminar in 2009 for training directors to discuss priorities in human resource development and training needs in the region;
- b) urges States to participate in the Seminar; and
- c) appreciates the offer by the Singapore Aviation Academy to host such a Seminar.

45th Conference of Directors General of Civil Aviation
Asia and Pacific Regions

**REMARKS BY
THE PRESIDENT
OF THE COUNCIL OF ICAO**

Kuala Lumpur, Malaysia: 24 - 28 November 2008

REMARKS

BY THE PRESIDENT OF THE COUNCIL OF ICAO

The President of the Council of ICAO prior to his departure congratulated and thanked the Civil Aviation Authority of Malaysia and particularly its Director General of Civil Aviation, Dato' Azharuddin for the excellent organization of the Conference. He also thanked all the delegations and the Director of the Regional Office and his staff as well as the Technical Co-operation Bureau officials for the good papers and actions that were being taken.

The President stressed that many of the actions are initiatives that have impact not only in this Region but on global aviation activities as well; and in some cases the Conference recommended or requested the support of ICAO.

He assured that Conference that the Council of ICAO is very supportive of regional organizations' activities and this Conference represents in fact the Regional Organization of the Asia and Pacific Regions.

The President emphasized upon the need to find the best way for ICAO to consider the decisions of this Conference that required actions by ICAO.

He reiterated that some decisions may have global impact, not only at the regional level but at the global level as well; for example the environmental issues, the CDA-Continuous Descent Approach, training, Ramp check list, flags of convenience and others. He stated that he would coordinate with the Director of the Regional Office to identify those actions that ICAO should be involved in and then discuss with the Secretary General and the ICAO Bureaux like Air Navigation Bureau, Air Transport Bureau, Technical Co-operation Bureau and Regional Offices, as required. In some cases the Air Navigation Commission may be involved he stated.

The President said that in his report to the Council on his mission to Malaysia he would make a mention of these initiatives, which he was sure the Council would receive with satisfaction.

He assured the Conference that ICAO will take seriously some of the recommendations in benefit of the International Civil Aviation.

The President was also very pleased to testify the spirit of cooperation of the States of this Region and the Regional Office. Cooperative actions are the only way to successfully meet the challenges and aspirations of the States in this Region and in the world he concluded.

Agenda Item 9:

OTHER BUSINESS:

- a) Theme Topic for the 46th Conference of DGCA's**
- b) Endorsement of Action Items Arising from the Present Conference**
- c) Any Other Matters**

AGENDA ITEM 9: OTHER BUSINESS

- a) Theme Topic for the 46th Conference of DGCA's*
- b) Endorsement of Action Items arising from the Present Conference*
- c) Any Other Matters*

Moderator 9a) Mr. Wilson Sagati
Deputy Director - Aviation Safety
Civil Aviation Authority of Papua New Guinea

9.1 Two (2) Discussion Papers received under this Agenda Item were presented:

REF.	TITLE	PRESENTED BY
DP/9a/1	Possible theme topics for the 46 th Conference of the Directors General of Civil Aviation Asia and Pacific Regions	ICAO
DP/9a/2	Proposed Theme Topic for the 46th Conference of the Asia/Pacific DGCA's	Japan

9.2 DP/9a/1 POSSIBLE THEME TOPIC FOR THE 46th SESSION OF THE CONFERENCE – 2009

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 DGCA's, 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. The focus of attention therefore must be on a subject of crucial importance to Directors General of Civil Aviation, Asia Pacific Region and events facing the world of aviation. In assisting the Directors General to reach a consensus on the Theme Topic for the 46th DGCA Conference, previous Theme Topics were provided.

9.3 DP/9a/2 PROPOSED THEME TOPIC FOR THE 46th CONFERENCE OF THE ASIA/PACIFIC DGCA's

9.3.1 Noting both the characteristic “diversity” of the Asia and Pacific Regions in terms of culture, language, climate, geography, religion, race, food, etc, and the increasing importance of “harmonization” in the civil aviation systems, such as air traffic control, aircraft operations, airport operations and aviation security, Japan considers that diversities and harmonization are not necessarily disagreeable concepts but they can go together.

9.3.2 The “harmonization” may be interpreted in various ways in civil aviation, but what is expected by users is that aircraft operators can fly “seamlessly” without a need to feel operational and technical differences, - in other words, there are no boundaries, - and that transparent and interoperable standards will be set among States and regions where they fly. Thus, Japan considered it appropriate and beneficial for the DGCA to discuss what “seamless” would mean to the Asia and Pacific Regions, while taking into account the diversity of the Regions.

9.3.3 Japan informed the Conference of the recent development of the ICAO Global Air Traffic Management Operational Concept, and the on-going efforts of the United States and the European Commission in developing their future air traffic modernization programmes, namely the Next Generation Air Transportation System (NextGen) and the Single European Sky ATM Research (SESAR) respectively. Japan also provided the Conference with the information of the ICAO global forum in September 2008 in Montreal, which was aimed at sharing information and exchanging opinions among States and relevant organizations broadly, and facilitating in-depth discussions globally, with a view to cooperating and harmonizing both modernization programmes by the U.S. and Europe in the framework of ICAO's Global ATM Concept and Global Air Navigation Plan.

9.3.4 Japan was of the view that seamless ATM operations would improve the efficiency of aircraft operations, and further lead to positive impacts on the environment. Future aircraft operations would be achieved, utilizing higher navigation performance based on ultra modern computerized systems, avionics, and satellite systems, and would surely contribute to safety.

9.3.5 In order to raise the awareness of future aviation systems being developed in other regions, and to discuss how the Asia and Pacific Regions should and could work together in building a regionally oriented-programme like NextGen and SESAR, with the aim of making a seamless sky in the Asia and Pacific Regions in the future, Japan proposed "Seamless Sky: Bringing Together the Asia/Pacific Regions" as the theme topic for the 46th Conference in 2009 in Japan.

9.4 DISCUSSION ON PAPERS PRESENTED

9.4.1 In the discussions that ensued the Conference endorsed the Theme Topic for the 46th DGCA Conference as "*Seamless Sky: Bringing Together the Asia/Pacific Regions*".

9.5 SUMMATION BY THE MODERATOR

In summarizing the Agenda Item, the Moderator stated that the paper presented by Japan was well thought out and the topic was timely. He hoped the Theme Topic would create sufficient interest and generate productive discussions at the next DGCA Conference.

Moderator 9b) Mr. Wilson Sagati
Deputy Director - Aviation Safety
Civil Aviation Authority of Papua New Guinea

9.6 DP/9b/1 LIST OF ACTION ITEMS ARISING FROM THE 45th CONFERENCE

9.6.1 The ICAO Secretariat presented a *List of Action Items* arising from the deliberations during the Conference. The Conference reviewed each Agenda Item and, after some discussions endorsed 11 Action Items of the 45th Conference. The *List of Action Items* is attached as Appendix A to this Report

9.6.2 In summing up the discussions on Agenda Item 9B the Moderator requested the States / Administrations to act upon the agreed Action Items and provide the ICAO Asia Pacific Office with their respective status of implementation within the stipulated period. The Moderator also requested that the agreed *List of Action Items* be posted on the Conference website at the earliest.

Moderator 9c: **Mr. Wilson Sagati**
 Deputy Director - Aviation Safety
 Civil Aviation Authority of Papua New Guinea

**9.7 DP/9c/1 SCHEDULE OF MEETINGS/SEMINARS/WORKSHOPS TO BE
 CONVENED IN 2009 BY THE ICAO ASIA AND PACIFIC OFFICE**

9.7.1 The ICAO Secretariat presented this paper which provided a tentative schedule of meetings, seminars and workshops to be convened in 2009 by the ICAO Asia Pacific Office. The schedule was tentative and outlined a total of 31 meetings, seminars and workshops to be held in the year 2009. The schedule was published to assist States in planning their attendance.

**9.8 DP/9c/2 SCHEDULE OF CONFERENCES OF DIRECTORS GENERAL OF
 CIVIL AVIATION, ASIA AND PACIFIC REGIONS IN THE
 FORESEEABLE FUTURE**

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

46 th Conference in Japan	26 - 30 October 2009
47 th Conference in China, Macao	October/November 2010
48 th Conference in New Caledonia, France	2011
49 th Conference in Maldives	2012 (to be confirmed)
50 th Conference in Thailand	2013
51 st Conference in China, Hong Kong	2014

9.8.2 The Conference thanked the member States for their offers to host the DGCA's Conference over the next six years.

9.9 ACTION ITEM

9.9.1 **Action Item 45/10** States desirous to host future DGCA Conference are requested to advise the ICAO Asia Pacific Regional Office.

**9.10 DP/9c/3 PROPOSED CONCEPT OF HEADS OF DELEGATES (HOD)
 MEETING AT THE 46th CONFERENCE OF THE ASIA/PACIFIC
 REGIONS**

9.10.1 Japan considers it essential that the DGCA Conference should make every effort to maximize the use of valuable time of participating senior level officials who have significant responsibilities for a wide variety of civil aviation matters in each State, and should deliver its missions at the end, meeting public expectations. In this connection, Japan suggested that the Conference should review the arrangements and discuss the way to improve efficiency and effectiveness of future Conferences, while reducing or at least not increasing the burden to States.

9.10.2 Japan is of the view that the following characteristics are observed in the civil aviation community of the Asia and Pacific Regions:

- a) There are many diverse States in the Asia and Pacific Regions, covering quite a wide area of the globe; however the Regions have no permanent mechanism like Eurocontrol, other than the ICAO Asia/Pacific Office, to cooperate and coordinate civil aviation matters;
- b) The ICAO Asia and Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG) addresses air navigation matters only, and emerging issues such as aviation security and the environment are not included; and
- c) The DGCA Conference is the only annual forum for Asia/Pacific DGCA's to meet and address matters of mutual interest and concern.

9.10.3 In light of the foregoing, Japan proposes a new arrangement at the 46th Conference hosted by Japan in 2009, aimed at increasing the efficiency and effectiveness of the Conference while not increasing operational costs through the following measures:

- a) forming a preparatory meeting of the Head of Delegates (HOD) of each participating State only (possibly with one advisor to each HOD) for 1 to 2 hours in the morning of the first day. This HOD meeting will confirm the Conference proceedings and exchange opinions on agenda items in advance; and
- b) allocating more time to the theme topic under Agenda 1 for active deliberations, and if agreeable, consider developing a brief joint statement as a result of the Conference.

9.11 DISCUSSION ON PAPERS PRESENTED

9.11.1 The proposal by Japan to hold a Heads of Delegation (HOD) meeting generated a fair amount of interest and discussion. Hong Kong, China proposed that the suggestion by Japan in para 2.4 a) of the paper presented by Japan be amended to include Administrations as well, in view of the fact that two of the members in the APAC Region were Special Administrative Regions. It was generally acknowledged that the purpose of the HOD meeting would be to build bridges and set the tone for the Conference.

9.12 ACTION ITEM

9.12.1 **Action Item 45/11** The Conference agreed that a brief meeting of the Heads of Delegation be introduced on trial basis on the first day of the 46th Conference.

9.13 Presentation by Director General Civil Aviation, the United Kingdom.

9.13.1 Mr. Peter Griffiths, Director General Civil Aviation, the United Kingdom delivered the EU Position Speech on Aviation Sustainability. The text of his speech is available on the 45DGCA website.

9.14 Presentation by Japan – Host for 46th DGCA Conference

9.14.1 Japan provided a presentation to apprise the delegates of the arrangements being made by the Japan Civil Aviation Bureau for the 46th Conference of the Directors General of Civil Aviation, Asia and Pacific Regions. Providing a brief overview of the location, Japan highlighted that of the 14 UNESCO World Heritage sites in Japan, five are in Kansai region, which has been selected as the location for the Conference. The 46th Conference will be held from 26 to 30

45th CONFERENCE OF DIRECTORS GENERAL OF CIVIL AVIATION
ASIA AND PACIFIC REGIONS

October 2009 at the Rinku International Convention Center, Rinku Orai Kita 1, Izumisano-city, Osaka, Japan. The Head of Delegation from Japan extended an invitation to all delegates to the 46th Conference of the Directors General of Civil Aviation, Asia and Pacific Regions.

45th Conference of Directors General of Civil Aviation
Asia and Pacific Regions

CLOSING CEREMONY

Kuala Lumpur, Malaysia: 24 - 28 November 2008

CLOSING CEREMONY

1. The ICAO Regional Director, Mr. Mokhtar A. Awan thanked the Department of Civil Aviation, Malaysia and the Government of Malaysia for hosting the 45th Conference of the Directors General of Civil Aviation, Asia and Pacific regions in Kuala Lumpur, Malaysia. The Regional Director also expressed his gratitude to the various departments in the Government of Malaysia for extending their cooperation and making the annual event of the Directors General a great success. While reviewing the major events of the Conference, Mr. Awan complimented Dato' Azharuddin Abdul Rahman, Director General of Civil Aviation Malaysia, the Chairperson of the Conference for his dynamic 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.
2. The Chairperson invited the delegates to make any concluding remarks if they so desired.
3. All Heads of Delegation present made brief remarks and complimented the Department of Civil Aviation, Malaysia for a very successful Conference. They were all very appreciative of the warm hospitality extended to them since their arrival in Malaysia and the excellent arrangements made for the Conference. Tributes were paid to the Director General of Civil Aviation, Malaysia, Dato' Azharuddin Abdul Rahman for the efficient manner in which the Conference was conducted. The Heads of Delegation also complimented the staff of the Department of Civil Aviation, Malaysia for their hard work behind the scenes and their contribution to the success of the Conference.
4. The States / Administrations also complimented Mr. Mokhtar A. Awan, Regional Director, ICAO Asia Pacific Office for the efficient and professional manner in which he conducted the proceedings as the Secretary of the Conference. The States / Administrations were also appreciative of the support being provided by the Regional Office not only for the DGCA Conference but on a continuing basis. Tributes were also paid to the staff of the ICAO Secretariat for their relentless efforts.
5. The delegates also paid tribute to the Moderators whose efficiency had enabled the Conference to be conducted smoothly.
6. Delegates expressed their condolences to New Zealand on the tragic accident of the A 320 in which seven valuable lives were lost.
7. Some delegates expressed concern at the closure of the Suvarnabhumi International Airport in Thailand. The closure had resulted in some of the delegates having to re-route their flights and make alternate arrangements. The unfortunate closure of an international airport had serious ramifications and it was generally agreed that this issue needed to be addressed collectively and with priority. Aviation is a global activity and its fall out effects the world community at large.
8. The delegates congratulated Japan for hosting the 46th Conference in 2009 and wished the Japan Civil Aviation Bureau all success.
9. In his concluding remarks the Director General of Civil Aviation, Malaysia thanked all the States / Administrations for the kind words expressed. He also thanked all the delegates for their tremendous cooperation and making his work easier. The Director General thanked the ICAO Regional Director and his team for their invaluable support in the conduct of the Conference. He expressed his gratitude to all for providing Malaysia the opportunity to host the Conference. This, he said had resulted in enriching DCA Malaysia's experience in holding a

Conference of such magnitude and significance. The Director General placed on record the job well done by his staff and stated that their untiring effort was instrumental in making the Conference a success. He regretted the unfortunate incident that took place with a delegate and expressed his sincere apologies for the mishap. Dato' Azharuddin Abdul Rahman wished all the delegates a safe journey back home.

10. The Regional Director, ICAO Asia Pacific Office congratulated the Department of Civil Aviation, Malaysia at the successful conclusion of the 45th Conference of the Directors General of Civil Aviation, Asia and Pacific regions. He expressed his gratitude to the delegates for the kind words expressed for the Regional Office. Stating that the Regional Office is their Office, he assured the delegates of its continued support to the best of its ability.

11. Taking note of the concerns expressed by some delegates at the closure of Suvarnabhumi International Airport and other international airports in Thailand the Regional Director said that he would raise the matter with the appropriate authorities. He observed that the international civil aviation besides being a safe and secure vehicle of global air transportation system should also deliver regularity and continuity of the service as uninterrupted air transportation is the cherished goal as enshrined in the Chicago Convention.

12. Commenting on the various meetings, seminars and workshops organized by the ICAO Asia Pacific Office, the Regional Director urged the States / Administrations to kindly ensure that the State representation at these activities was relevant to area of expertise of the nominees and there should be continuity as well, where applicable, so that maximum professional acumen and benefit could be derived by States from the legitimate resources and generous contribution by the stakeholders to the cause of a safe, secure and sustainable international civil aviation.

13. The Regional Director thanked all States / Administrations, International Organizations and sponsors of various events/activities for their excellent support. He wished all delegates a safe journey

14. The Chairperson declared the 45th Conference of Directors General of Civil Aviation, Asia and Pacific regions closed at 1100 hours on Friday, 28 November 2008.

45th Conference of Directors General of Civil Aviation
Asia and Pacific Regions

APPENDICES

Kuala Lumpur, Malaysia: 24 - 28 November 2008

45th Conference of Directors General of Civil Aviation
Asia and Pacific Regions

Appendix A:

List of Action Items Arising from 45th Conference of DGCA's

Kuala Lumpur, Malaysia: 24 - 28 November 2008

LIST OF ACTION ITEMS

Agenda Item 1

- Action Item 45/1 Recognizing the importance of information sharing and exchange to enhance surveillance of foreign aircraft, the Conference:
- a) urged Asia Pacific States to adopt the ICAO ramp inspection checklist in Doc 8335 for foreign operators; and
 - b) requested that ICAO Asia and Pacific Regional Office look into developing a database for the voluntary sharing of ramp inspection data, taking into account the need to protect such safety data.

- Action Item 45/2 Recognizing that ICAO Assembly Resolution A36-22 indicates the importance of ICAO to provide continuous leadership in the area of aviation environmental protection, the Conference:
- a) reaffirmed ICAO's leadership in addressing international aviation emissions and climate change issues; and
 - b) requested ICAO to consider organizing a workshop in the Asia Pacific region to facilitate discussions and sharing of information on best practices in aviation environmental protection.

Agenda Item 3

- Action Item 45/3 Recognizing the benefits that can be derived from implementation of ADS-B, the Conference invited the ICAO APANPIRG ADS-B Study and Implementation Task Force (ADS-B SITF) to develop guidance material for harmonized regulations of ADS-B systems on aircraft.

Agenda Item 5

- Action Item 45/4 Recognizing the need for a systems oriented approach to safety, the Conference urged States to implement the recently published amendments to Annex 6, including the State Safety Programme (SSP) and Safety Management System (SMS) frameworks as a means of aligning SSP and SMS regulations and implementation requirements.

Agenda Item 8

- Action Item 45/5 Recognizing that regulators, airport administrations, air navigation service providers and airlines 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 regulators, airport administrations, air navigation service providers and airlines to Assembly Resolution A36-17 and the assistance provided through ICAO-executed in-country technical cooperation focusing on safety, security, aviation medicine, aviation meteorology and SARPs compliance, infrastructure and human resource development projects, as well as sub-regional and regional technical cooperation projects, such as COSCAPs, CASP-AP, CAPSCA and CAEMSA; and
 - b) supports this Assembly Resolution in encouraging regulators, airport administrations, air navigation service providers and airlines in the Regions, whenever appropriate, to seek assistance of ICAO for the identification, formulation, analysis, implementation and evaluation of civil aviation development projects.
- Action Item 45/6 Noting the increasing international concern on the potential safety risks associated with aviation flags of convenience the Conference invites the ICAO Regional Office to look carefully into the contents of the Paper submitted by Australia on the subject.
- Action Item 45/7 Acknowledging that the DGCA Conference provides an important opportunity for regional consideration and discussion of key aviation issues the Conference:
- a) recognizes the fora as a suitable platform to share ideas and provide suggestions for improving the effectiveness of the DGCA Conference; and
 - b) recognizes that the APCL provides a useful mechanism for discussing such ideas.
- Action Item 45/8 Noting that many small States lack the resources to meet the requirements of Annex 13 the Conference:
- a) agrees to establish a working/study group to consider establishment of a regional mechanism for dealing collaboratively with accident and incident investigation; and
 - b) requests ICAO TCB to consider the possibility of undertaking such as a study through various mechanism available at its disposal.

- Action Item 45/9 Recognizing the need for human resource development the Conference:
- a) supports the holding of a seminar in 2009 for Training Directors to discuss priorities in human resource development and training needs in the region;
 - b) urges States to participate in the Seminar; and
 - c) appreciates the offer by the Singapore Aviation Academy to host such a Seminar.

Agenda Item 9

- Action Item 45/10 States desirous to host future DGCA Conference to advise the ICAO Asia Pacific Regional Office.

- Action Item 45/11 The Conference agreed that a brief meeting of the Heads of Delegation be introduced on trial basis on the first day of the 46th Conference.

45th Conference of Directors General of Civil Aviation
Asia and Pacific Regions

Appendix B:

List of Participants

Kuala Lumpur, Malaysia: 24 - 28 November 2008

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45th CONFERENCE OF DIRECTORS GENERAL OF CIVIL AVIATION
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APPENDIX B

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ASIA AND PACIFIC REGIONS

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45th CONFERENCE OF DIRECTORS GENERAL OF CIVIL AVIATION
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APPENDIX B

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Appendix C:

List of Discussion and Information Papers

Kuala Lumpur, Malaysia: 24 - 28 November 2008

LIST OF DISCUSSION AND INFORMATION PAPERS

REF.	TITLE	PRESENTED BY
AGENDA ITEM 1	THEME TOPIC:	
	<i>“Cooperating towards enhanced aviation safety, security, efficiency and environment”</i>	
DP/1/1	Cooperating towards Enhanced Aviation Safety, Security, Efficiency and Environment	ICAO
DP/1/2	Pacific Aviation Safety Office	PASO
DP/1/3	The Socio-Cultural Challenges in an International Safety Investigation	France and Hong Kong, China
IP/1/4	The Implementation of Safety Management Systems (SMS) by Aerodrome Operators in France	France
IP/1/5	The Brisbane Green Project - Required Navigation Performance (RNP) Deployment	Australia
DP/1/6	Regional Cooperation in Accident Investigation	Singapore
DP/1/7	Aviation Environmental Protection Efforts	Singapore
DP/1/8	Japan's Activities Relating to Aviation Safety, Security, Efficiency and the Environment, and Cooperation with Asia/Pacific States	Japan
DP/1/9	A Common Checklist and Database for Foreign Aircraft Surveillance	Singapore
IP/1/10	Civil Aviation Academy of Nepal: TRAINAIR Affiliation as Capability Expansion Solution	Nepal
DP/1/11	Implementing Continuous Descent Approach (CDA) in Malaysia	Malaysia
IP/1/12	Cooperating towards Enhanced Aviation Safety, Security, Efficiency and Environment	Bhutan
DP/1/13	Aspects of Cooperation in Air Navigation Services (ANS)	Malaysia
IP/1/14	Malaysia's Contribution to Aviation HR Development: <i>The Malaysian Technical Cooperation Programme (MTCP)</i>	Malaysia
IP/1/15	Admission and Surveillance Requirements for Foreign Air Operators	IATA
IP/1/16	Assistance to the Pacific Aviation Safety Office - A Regional Safety Oversight Organization	New Zealand

REF.	TITLE	PRESENTED BY
AGENDA ITEM 2 REVIEW OF ACTION ITEMS ARISING FROM THE 44th CONFERENCE		
DP/2/1	Responses from Administrations to Action Items Arising from the 44th Conference of Directors General of Civil Aviation, Asia and Pacific Regions	ICAO
DP/2/2	Asia Pacific Consultative Link (APCL)	Australia and Singapore
AGENDA ITEM 3 AIR NAVIGATION PLANNING AND IMPLEMENTATION		
DP/3/1	APANPIRG Activities - Outcomes of APANPIRG/19	ICAO
DP/3/2	Performance Based Navigation (PBN) Update	ICAO
IP/3/3	Safety, Capacity, and Efficiency Improvement of Air Traffic Operations in the Pearl River Delta of China	People's Republic of China, Hong Kong China and Macao China
IP/3/4	China RVSM Monitoring Agency (RMA) Construction	People's Republic of China
DP/3/5	ADS-B Implementation Plan in New Caledonia	France
DP/3/6	Continuous Descent Approach Collaborative Implementations	France
IP/3/7	Recent Progress in the SESAR European Air Traffic Management Modernization Programme	France
DP/3/8	Asia and South Pacific Initiative to Reduce Emissions (ASPIRE) - Partnership for Increasing Efficiency and Reducing Greenhouse Gas Emissions in Aviation	United States of America
IP/3/9	New ATS Routes for International Operators through Pakistan Airspace	Pakistan
IP/3/10	New Rules - Instrument Flight Procedures	New Zealand
DP/3/11	Harmonisation - an Essential Efficiency	Indonesia
DP/3/12	Reduction of Horizontal Separation Minima over the South China Sea Area on ATS Routes L642 and M771	Singapore
DP/3/13	User Expectations for Implementation of ICAO Performance Objectives 2008-2015	IATA

REF.	TITLE	PRESENTED BY
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45th Conference of Directors General of Civil Aviation
Asia and Pacific Regions

ATTACHMENTS

Kuala Lumpur, Malaysia: 24 - 28 November 2008

45th Conference of Directors General of Civil Aviation
Asia and Pacific Regions

Attachment 1:

Speech – Director General of Civil Aviation, Malaysia

Kuala Lumpur, Malaysia: 24 - 28 November 2008

**Speech by the Director General of Civil Aviation, Malaysia
Opening Ceremony – 24 November 2008
45th DGCA Conference 2008, Asia & Pacific Regions**

*The Honourable
Dato' Sri Ong Tee Keat
Minister Of Transport Malaysia*

*His Excellency
Roberto Kobeh Gonzalez
President Of The ICAO Council*

*Y.Bhg. Dato' Zakaria B Bahari
Secretary General
Ministry Of Transport Malaysia*

*The Honourable
Mr. Mokhtar A. Awan
Regional Director Asia Pacific ICAO*

Kuala Lumpur is proud to wish you Selamat Datang or Welcome to the 45th Directors General Civil Aviation Conference 2008, Asia & Pacific Regions. To all of you, we thank you in giving the trust and opportunity for Malaysia in hosting this prestigious conference.

To YB Minister of Transport Malaysia, thank you very much for coming and to officiate the Opening of this very important meeting for the civil aviation authorities of the Asia and Pacific Regions, despite your busy schedule.

And to Your Excellency, the President of the Council of ICAO, thank you for coming all the way from Montreal, despite just completing the Chairmanship session of ICAO Council Meeting.

This conference although being held annually has become an important forum for the Asia and Pacific Regions civil aviation authorities to not only exchange and sharing ideas but also a the platform to cooperate and voice issues pertaining to the safety and security of aviation.

And this year's conference is very timely not only for the authorities but also for the industry as a whole, in view of the recent hike in oil prices and the uncertainty of the global economy. Whilst the industry is planning in cost cutting, the authorities need to stay abreast as it should not burden the industry. However, it must be done without compromising on the flight safety and security.

Distinguished Guests,

Whilst the delegates are seriously convened in the discussion, we have lined up a spouse programme that will take them around Kuala Lumpur and Putrajaya. And on Thursday during the Cultural Day, all participants will be brought to the Historical City of Melaka, our latest site to be granted as the World Heritage Site by UNESCO. This conference will end with the optional Technical Tour, where AirAsia will be the host at their Academy in KLIA to showcase their meteoric rise in the low cost carrier journey.

In line with this year's theme,

“Cooperating towards enhanced aviation safety, security, efficiency and environment”, the DCA Malaysia as the host has designed the Conference logo to depicts the theme;

The logo, with the Petronas Twin Towers as the venue, with the background of a kite, a traditional favourite past time to Malaysian depicts “aviation”. The flower is Hibiscus, the national flower of Malaysia showed our concern to the environment, with one of the petals in the shape of a “heart” / “love”. The flower was plucked from the logo of Visit Malaysia Year. All these are over a clear and clean sky blue.

Due to the current economic situation, we are unable to organise the Conference in grand scale. Nevertheless, our partnerships with the Government and the industry sectors have rejuvenated the conference. For this, our gratitude to all of our partners.

A very big terima kasih or thank you from all of us at DCA Malaysia. Our cooperation and partnership is intact for the smooth running of this conference.

Thank you too, to the ICAO Regional Office in Bangkok, who have guided us and gave us the full support in the preparation for this Conference.

Last but not least, we hope, the delegates will spend some time visiting Kuala Lumpur. We have made the second night free and easy for you explore and endure the diverse sights, sounds and delicacies.

YB Minister, HE President of ICAO, the Hon Sec Gen MOT, the Hon ICAO Asia Pacific Regional Director, distinguished guest, fellow delegates,

Thank you.

45th Conference of Directors General of Civil Aviation
Asia and Pacific Regions

Attachment 2:

Speech – Regional Director, International Civil Aviation Organization, Asia and Pacific Office

Kuala Lumpur, Malaysia: 24 - 28 November 2008

**OPENING REMARKS
OF THE REGIONAL DIRECTOR, ICAO ASIA AND PACIFIC OFFICE
ON 45th DGCA CONFERENCE**

Excellency YB. Dato Sri Ong Tee Keat, Minister of Transport

President of the ICAO Council, Mr. Roberto Kobeh Gonzales

Secretary General, Ministry of Transport, Govt. of Malaysia, Dato Zakria Bahari

Dato' Azharuddin Abdul Rahman, Director General of Civil Aviation Malaysia

Directors General Asia and the Pacific, Chief Executives, Members of the Delegations, International Organizations, Observers, Industry Partners, Distinguished Guests Ladies and Gentlemen, SALAMAT PAGI, Good morning,

It is a matter of great honour for me to welcome you to the 45th Conference in Malaysia and to represent Secretary General of ICAO.

Kuala Lumpur has become over the period of couple of years a meeting place not only in the tourism sector due to its magnificent tourist landscape and its very trendy hospitality, but it has increasingly attracted aviation community I mean to say Air Transport World to frequently hold its industry meetings in this city. But it is being introduced as a place to hold regional conferences of aviation industry.

I would like to thank and commend this year's conference host, the Department of Civil Aviation, Government of Malaysia for the magnificent, elegant and generous preparations made to receive the delegates and arrangements for the conference. I owe my sincere thanks to the honorable Minister of transport for making it convenient to be here this morning to grace the occasion. This is the third time since the inception of DGCA Conference that Malaysian Government, DCA are hosting DGCA Conference. They have done it before two times in 1976 and 1994. Our gratitude for their generosity and passion for the Civil Aviation Community

I am highly grateful to the President of the ICAO Council Mr. Roberto who has kindly consented to be here and took a long journey to be with us on this important regional conference of DG. His presence has added value to the significance of this high calibered gathering of civil aviation administrators.

As you all know, DGCA conference enjoys a remarkable history. First conference was held in Manila, Philippines in 1960. During the intervening period it has evolved as a significant regional forum for informal exchange of views among the Directors General/Chief Executives of Civil Aviation of Asia/Pacific Region.

This gathering of chiefs is unique owing to its informal nature. It allows the DGs to discuss any issue, pertaining to any aspect of civil aviation, openly and frankly and facilitates bilateral and regional cooperation in areas of common interest. The forum also provides an essential linkage for all the aeronautical authorities of the region to establish a very close and personal rapport to facilitate coordination of civil aviation activities in the region. In short we may say that DGCA conference is a regional informal forum to review and exchange information on matters of interest, to enhance coordination of civil aviation activities, review of work of APANPIRG, develop specific action items that are of common interest and importance to the region, and provide overall

guidance, harmonization and coordination of implementation of standards and procedures in the region.

It provides an insight to all the stakeholders in the region about the challenges and build bridges for effective cooperation fostering a better understanding of the issues facing the regional civil aviation community.

45th Conference of Directors General of Civil Aviation
Asia and Pacific Regions

Attachment 3:

Speech – President of the Council of the International Civil Aviation Organization

Kuala Lumpur, Malaysia: 24 - 28 November 2008



**Address by the President of the Council
of the International Civil Aviation Organization (ICAO),
Mr. Roberto Kobeh González,
to the 45th Conference of Directors General of Civil Aviation
of the Asia and Pacific Regions**

(Kuala Lumpur, Malaysia – 24 November 2008)

I am truly delighted to be here with you for the 45th Conference of Directors General of Civil Aviation of the Asia and Pacific Regions.

We meet at a time of upheaval around the world. The current global financial crisis and the volatility of fuel prices have combined to bring about structural changes to the air transport industry. Recently, airlines have taken steps to counter the rapid increase in oil prices, such as retiring older, less energy efficient aircraft, abandoning non-productive routes, adjusting capacity to weaker demand, reducing the workforce and contemplating mergers.

The news is not all bad. ICAO's latest medium-term forecast points to an industry recovery by 2010. Financially, for the airlines of ICAO Member States, prospects are for an operating loss for 2008 and a return to profitability in 2009 and 2010. Passenger traffic should demonstrate lower than earlier anticipated growth in 2008 and 2009, with recovery in 2010.

The bottom line is that the global industry has always shown enormous resilience and our collective challenge will continue to be – especially in this Region – to cope effectively with growth in order to ensure the integrity of all air transport operations.

As you begin your 45th annual conference, I would like to share a few thoughts on some recent events within ICAO.

I will begin with safety, our top priority. As you know, for the past few years, ICAO has adopted a more holistic perspective of safety management. We are increasingly tackling safety issues in an integrated fashion, addressing problems at source and investing precious resources where they are most likely to produce concrete and lasting results.

The recommendations of the eighth Accident Investigation and Prevention Divisional Meeting held in October went in this direction, especially in supporting the free flow of information relating to accident investigations. The meeting recognized that innovative approaches to accident and incident investigations are needed in light of the current realities of evolving technologies and resource constraints. The major recommendations include:

- Focusing investigations on those accidents and serious incidents where safety lessons are expected to be learned;
- Improving regional cooperation in accident and incident investigations to assist those States lacking the necessary means;
- Public availability of all final accident reports in the interest of safety;
- Better coordination of safety investigations and judicial processes; and
- Addressing shortcomings in the field of accident investigation identified by ICAO's Universal Safety Oversight Audit Programme (USOAP).

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USOAP itself was the subject of some good news recently. The systems and procedures used in the Programme were once again recertified ISO compliant in October. This is further acknowledgment of the value of USOAP in enhancing aviation safety worldwide and of its effectiveness in assisting Member States, like those represented here, to continually improve their respective safety oversight activities.

As you may know, USOAP will come to an end in 2010. The 36th Session of the ICAO Assembly directed the Council to examine the feasibility of a new approach based on the concept of continuous monitoring, to be implemented at the end of the current audit cycle in 2010.

The concept of "continuous monitoring" is based on the establishment of a system that will continuously monitor the safety oversight capabilities of Contracting States and ensure that States develop, maintain and apply national regulations that conform to the ICAO Standards and Recommended Practices. It incorporates the principles of safety management, focusing on a systematic identification of deficiencies in the State safety oversight capability, assessment of associated safety risks and implementation of strategies to rectify deficiencies and mitigate risks.

The Secretariat has formed a Study Group and is currently working very closely with the Regional Offices, different Bureaus of the Organization and international organizations to ensure it understands the needs and expectations of both internal and external partners as they move forward in developing this new approach.

Another major issue that will increasingly affect the air transport system is the lack of skilled aviation personnel throughout the industry, an issue we must begin addressing immediately. The recent measures taken by airlines to counter higher fuel costs and the recent drop in oil prices have eased the pressure, but we have only bought time.

Our challenge remains enormous. In the next few years, there will be a massive wave of retirements from the current workforce. The growth of the industry in certain regions is not consistent with current training and capacity. And, whether we want to admit it or not, aviation has lost some of its lustre. It is not as popular as it was, yet the cost of entry is still very high.

Aviation professionals themselves have changed tremendously. Pilots are now information managers in a glass cockpit; air traffic controllers have seen their activity evolve from completely manual to fully automated; and mechanics and inspectors have gone from nuts and bolts to trend analysis and predictive maintenance.

To address all of these issues, ICAO has initiated a four-point plan of action:

- One is to quantify the problem. We are in the process of collecting the required data through a survey of all Contracting States and discussions with industry stakeholders;
- Second is to bring the ICAO Standards and Recommended Practices in line with modern training methodologies;
- Third is to identify activities that supporting partners in the community can play; and
- Fourth, is to provide a platform for the aviation community to come together around a common strategy. For the new generation of aviation professionals, an ICAO symposium is planned for the first quarter of 2010 in cooperation with major industry stockholders.

All of these activities and more will culminate in a report to the 37th Session of the ICAO Assembly in 2010. Out of this process will come a global approach to meeting the human resources challenge of this early part of the 21st century. I urge you to participate fully in this process.

In recognition of the effort required, the Council of ICAO approved earlier this year the related theme for International Civil Aviation Day 2009: *Tomorrow's aviation – a world of opportunity for skilled aviation personnel*. We all have a role to play in generating interest for careers in aviation.

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Sound economic policies are also vital to managing the growth challenge. The Conference on the Economics of Airports and Air Navigation Services held in September went a long way in updating ICAO's policies on charges for airports and air navigation services, making them more authoritative in practice. These are the policies that regulate the relationship between airports and airport users, and between air navigation services providers and airspace users.

The recommendations were designed to enhance cooperation in the air transport industry and increase the efficiency and cost-effectiveness of airport operations and the provision of air navigation services. They were also made to strengthen policies on economic oversight by States, requirements for the implementation of performance management systems by all airports and air navigation services providers and the establishment of a clearly defined, regular consultation process by all airports and air navigation services providers.

The recommendations also called for States to enshrine the main principles of non-discrimination, cost-relatedness, transparency and consultation with users in their national legislation, regulations or policies as well as in all air services agreements between States. Finally, they included: the protection of passenger interests; more flexibility for commercialized airports and air navigation services providers in setting charges; support for separation of States' regulatory responsibility from service provision; the application of good governance through best practices; and the efficient and cost-effective implementation of the global Air Traffic Management concept. Importantly, this would not hinder prospects for the commercialization, privatization or other aspects of economic liberalization. I am happy to report that the Council of ICAO approved these recommendations on 14 November.

The final issue I would like to raise today is our ongoing work on the environment and more specifically climate change. In just a few days, ICAO will submit to a UNFCCC meeting on climate change in Poznan, Poland, a statement in which we suggest that international aviation emissions should continue to come under the responsibility of the Organization in a post-Kyoto agreement on climate change after 2012.

The rationale takes into account all of the reasons for giving ICAO the responsibility under the Kyoto Protocol in the first place. It is reinforced by all of the achievements and future plans of ICAO in mitigating overall the impact of aviation on the environment, including the work of the Group on International Aviation and Climate Change (GIACC) established by the last session of the ICAO Assembly in 2007. In accordance with Appendix K of Assembly Resolution A36-22 on this subject, a high-level meeting to review the Programme of Action recommended by the Group will be convened at an appropriate time, taking into account the fact that the fifteenth meeting of the Conference of the parties of the UNFCCC will be held in December 2009.

ICAO is also looking at two groundbreaking events on alternative fuels for next year. One is a preparatory workshop in February, followed by a full-fledged conference in November. This latest initiative underscores the view that the ultimate goal must be the elimination of carbon emissions from aviation. Long term, the world aviation community, under the leadership of ICAO, will continue to develop the full range of options currently available - improved operational and technological measures and various market-based measures such as emissions trading and carbon offsets.

As with all other aviation issues, cooperative action is the only way to successfully meet the climate change challenge. At a recent ICAO Council meeting, IATA and ourselves considered a number of short-term measures for airlines to save fuel and reduce greenhouse gas emissions.

One issue we discussed in more detail was Performance Based Navigation - PBN. The 36th Session of the ICAO Assembly called for implementation of PBN for en route and terminal operations - and approach procedures with vertical guidance (APV) for all instrument runway ends by 2016.

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Much has been done to that end with our regional PBN seminars, the first two held here in the Asia/Pacific Region. In fact, APANPIRG has already developed a PBN implementation plan for this region. We are now working with all stakeholders, including IATA, to identify and develop a coordinated action plan to assist States and airlines in the globally harmonized implementation of PBN.

This is one more way we can help airlines cope with the financial crisis that has hit the industry – helping to achieve greater efficiencies while reducing greenhouse gas emissions. It is also another way we can show the world that aviation takes environmental management seriously.

Before I conclude, ladies and gentlemen, I would like to mention that 2008 marks the 60th Anniversary of the ICAO Asia and Pacific Regional Office. This provides me with an opportunity to extend to the Government of Thailand and to all the States to which this Office is accredited our most sincere appreciation for your valuable support over the years. The role of Regional Offices is to bring together States and international organizations to work cooperatively in promoting the safety, security, and efficiency of air transport. We certainly hope that we have lived up to your expectations. You can count on ICAO to continue to do all it can to respond to the rapidly evolving needs of governments and industry players for many years to come.

I thank you for your kind attention and wish you a most productive conference.

45th Conference of Directors General of Civil Aviation
Asia and Pacific Regions

Attachment 4:

Speech – Minister of Transport, Malaysia

Kuala Lumpur, Malaysia: 24 - 28 November 2008

**WELCOME ADDRESS BY DATO' SRI ONG TEE KEAT, MINISTER OF TRANSPORT,
MALAYSIA AT THE 45th CONFERENCE OF DIRECTORS GENERAL, ASIA AND
PACIFIC REGIONS, KUALA LUMPUR, MALAYSIA, 24 NOVEMBER 2008**

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

Directors General of Civil Aviation, Asia and Pacific Regions

Delegates and Guests

Ladies and Gentlemen

It is a great pleasure for me to wish you Selamat Datang or welcome to Malaysia. I am indeed delighted to address participants at this 45th Conference of Directors General, Asia and Pacific Regions.

Since the first conference in 1960, the Directors General of Civil Aviation Conference has evolved into a significant forum for intra regional cooperation and enhanced coordination of Civil Aviation activities in the region. It allows for in-depth deliberations as well as for an informal exchange of views on aviation matters.

It is a great honor for Malaysia to once again host the Conference of Directors General of Civil Aviation. This is the third time Malaysia is hosting this important aviation conference since the first conference in Manila in 1960. Malaysia had previously hosted the conference in 1986 in Kuala Lumpur and again on the Island of Penang in 1994.

Ladies and gentlemen,

During the 36th Session of the Assembly in September 2007 Malaysia presented its candidature for election to the council of ICAO and has been elected. We are indeed honored to be elected. We greatly appreciate the support of all contracting states. We pledge our support to equitable solutions and to work for the benefit of all contracting states together with other members of the council.

Malaysia acknowledges the leading role of ICAO in developing strategies for a global response to aviation. Malaysia expresses support and endorses the work done by ICAO in aviation. ICAO must continue to address all issues related to civil aviation. It is important that ICAO continues to demonstrate its leadership role on all international civil aviation matters.

Ladies and gentlemen,

Aviation is always sensitive to safety and security concerns. As we move forward, protecting the environment will be one of the biggest challenges. During the last session of the assembly, there were many resolutions on safety and security and the environment. These resolutions reaffirm the importance of addressing global safety, security and environment issues. Malaysia is fully committed to the objectives of ICAO in enhancing global aviation safety, security and protecting the environment. We pledge to continue to support and implement activities and strategies endorsed by ICAO.

Aviation safety remains our top priority. We have in place a tested safety oversight structure. We regularly review and update our policies on safety. We consult the industry. Malaysia has a relatively good safety record with no major incidents and accidents for many years. We are ready to collaborate on safety.

As part of efforts to enhance aviation security, Malaysia is working closely with IATA to be the pioneer state for the secure freight programme for air cargo security. Other countries will benefit from this programme. We are also consulting with the European Commission (EU) to facilitate international passengers bringing liquid, aerosol and gels from Malaysia transiting in European countries. We are in consultations with Australia on air security officers to be placed on aircraft.

Malaysia would like to again reiterate our commitment to the ICAO universal safety oversight audit programme and the universal security audit programme. Malaysia was one of the first countries to be audited under the universal safety oversight audit programme and we are ready to be audited again under the next cycle of audits in 2011. Malaysia also supports the release of audit information to the public. On the universal security audit programme, we are in support of initiatives in introducing a limited level of transparency on findings and notification of unresolved deficiency.

At the last session of the assembly, Malaysia expressed support and endorsed the work led by ICAO on environment protection. Malaysia is of the view that environment should be adequately and comprehensively take into consideration at the different levels of aviation industry development.

In April this year, Malaysia co-hosted with Australia the APEC Seminar on Practical Measures to Manage Aviation Emissions. We are making every effort to reduce the climatic impact of greenhouse gas emissions. Malaysia will continue to actively monitor and initiate further environment friendly initiatives, measures and programmes in consultation with the industry to reduce the impact of aviation emissions.

Among the measures planned is the introduction of the Continuous Descent Approach or CDA concept. We are in discussion with the Association of Asia Pacific Airlines, Malaysia Airlines, Air Asia, Singapore Airlines and Malaysian Airline Pilots Association to Implement CDA trials at Kuala Lumpur International Airport. We will gladly share this experience at a later stage with other airports in the region.

Ladies and gentlemen,

Air transport is the lead constituent in civil aviation. Demand for air travel is primarily determined by economic factors. According to ICAO in 2007, total scheduled traffic carried by airlines of contracting states amounted to approximately 2,260 million passengers and 41 million tonnes of freight. Asia Pacific is important in aviation. In terms of total traffic volume comprising passenger, freight and mail, 30 percent was carried by Asia Pacific Airlines. During the period from 1980 to 2007, airlines in the Asia Pacific Region increased their traffic from 160 billion to 1,126 billion passengers kilometers performed at an average growth rate of 7.5 per cent, the highest growth achieved by any region. In 2007, the international passenger traffic carried in Asia Pacific has grown by 6.6 percent. I am confident that with the current rate of traffic growth, the Asia Pacific Region will soon become the largest air transport market.

In tandem with growth of aviation in the Asia and Pacific Regions, Malaysia has considerably widened its aviation role. We have in place an extensive and well developed airport network. The national carrier, Malaysia Airlines or MAS currently operates to 111 international and domestic destinations including destinations operated via code share arrangements with other airlines. Air Asia, Asia Pacific's Pioneer and largest low cost carrier operates to 68 regional and domestic destinations. Air Asia X operates to 4 long-haul destinations. Malaysia's total scheduled traffic has also been showing a steady increase. For the period 1998 – 2007, passenger movements at airports in Malaysia increased from 28.08 million to 45.19 million. For the same period, total cargo handled at airports in Malaysia increased from 532,077 metric tonnes to 997,168 metric tonnes.

Ladies and gentlemen,

Aviation is a catalyst for economic development. Economic factors have strong correlation with air travel. Up till 2007, despite higher prices for crude oil, the world's economy maintained its growth. There were indications that the likelihood of growth continuing into 2008 would be affected by the high price of aviation fuel and the recessionary environment. Airports in Malaysia are expected to handle a total of 47 million passengers in 2008, an increase of four percent over 2007. Most of the growth came during the first eight months of the year. The last quarter is however expected to be significantly dented by the prevailing economic conditions. It has become more difficult to forecast traffic growth. Moving forward, the forecast for 2009 continues to be increasingly pessimistic and much will depend on gross domestic product growth.

Aviation today has become challenging and complex. The high cost of fuel was a wake-up call for the aviation industry. Now there is the global financial crisis. More and more countries are slipping into recession. The financial crisis is worse than predicted and aviation is now at a critical juncture.

Malaysia shares the same concern. In facing these challenges and new realities, we need new levels of cooperation. We need new ways of doing business. We need new ideas and effective decision making. Stake holders whether as regulators, airlines, airport operators or service providers must now work together to ensure the long term sustainability of aviation. We need to strengthen regional initiatives. In facing the new realities, there must also be a balance between legislation, accountability and enforcement. Stakeholders with resources must assist others in need, in facing the new challenges to aviation. It is also important that those in the business of rendering assistance and finance, should play a leading role in finding solutions.

Ladies and gentlemen,

There is a now a pressing need for the industry to be guided in the face of the new economic realities. I call on ICAO to again demonstrate its leadership role, carefully monitor the potential impact on aviation stakeholders and initiate proactive measures to mitigate the negative impact of the new economic situation. ICAO must also generate consensus on measures to face the new challenges. I would like to propose that ICAO considers convening a conference to discuss the global financial crisis, its impact on aviation and the way forward. It's also timely that ICAO reviews its forecast taking into account the new economic realities.

Enormous challenges lie ahead for aviation due to the global financial crisis. The Asia Pacific Region has faced similar challenges before, during the Asian financial crisis, the horrific events of September Eleven and the SARS outbreak, and recovered. I am confident that the aviation industry will again show resilience and recover. Growth will occur again in the not too distant future.

Directors General of Civil Aviation Conferences have contributed much to regional cooperation and overcoming challenges. I am confident that this 45th Conference will see new levels of cooperation, contribute much to intra regional cooperation, formulate new strategies and practical solutions as well as formulate a total package of safety, security, air navigation and environment action items for the challenges that lie ahead.

Ladies and gentlemen,

Lastly, I wish to take this opportunity to thank everyone involved in organizing this conference. I am sure that a lot of hard work has been put to ensure the success of the conference. To our foreign guests, I do hope that you will be able to take some time off to tour Kuala Lumpur and its surroundings.

With these words ladies and gentlemen, it's my pleasure now to declare open the 45th Conference of Directors General of Civil Aviation, Asia and Pacific Regions.

Terima kasih and thank you.

— E N D —

45th Conference of Directors General of Civil Aviation
Asia and Pacific Regions

Attachment 5:

Closing Remarks

Kuala Lumpur, Malaysia: 24 - 28 November 2008

CLOSING REMARKS

There are no written closing remarks.