

46<sup>th</sup> CONFERENCE OF DIRECTORS GENERAL OF CIVIL AVIATION  
ASIA AND PACIFIC REGIONS



# REPORT

12-16 OCTOBER 2009

KANSAI, JAPAN

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

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**PROGRAMME**

**Day 0 – Sunday, 11 October 2009**

13:00 - 21:00            Registration  
19:00 - 21:00            Welcome Reception

**Day 1 – Monday, 12 October 2009**

- 18:00            Late Registration  
08:30 - 09:45        Head of Delegation (HOD) Meeting  
09:45 - 10:00        Break  
10:00 - 10:30        Group Photo  
10:30 - 11:00        Break  
11:00 - 12:00        Opening Ceremony  
12:00 - 13:30        Lunch  
13:30 - 14:30        Conference Session – 1  
14:30 - 15:00        Break  
15:00 - 16:30        Conference Session – 2  
19:30 - 21:30        Dinner hosted by Japan Civil Aviation Bureau

**Day 2 – Tuesday, 13 October 2009**

09:00 - 10:30        Conference Session – 3  
10:30 - 11:00        Break  
11:00 - 12:30        Conference Session – 4  
12:30 - 14:00        Lunch hosted by ANA  
14:00 - 15:30        Conference Session – 5  
15:30 - 16:00        Break  
16:00 - 17:00        Conference Session – 6  
19:00 - 21:00        Dinner hosted by Mitsubishi Heavy Industries

**Day 3 – Wednesday, 14 October 2009**

0900 – 0910        Special Session – Adoption of Joint Statement  
09:10 - 10:30        Conference Session – 7  
10:30 - 11:00        Break  
11:00 - 12:30        Conference Session – 8  
12:30 – 13:00        Press Conference  
12:30 - 14:00        Lunch  
14:00 - 15:30        Conference Session – 9  
15:30 - 16:00        Break  
16:00 - 17:00        Conference Session – 10

**Day 4 – Thursday, 15 October 2009**

08:00 - 17:30        Cultural Tour to Koyasan

**Day 5 – Friday, 16 October 2009**

09:00 - 10:00        Conference Session – 11  
10:00 - 10:30        Break  
10:30 - 11:30        Conference Session – 12  
11:30 - 12:30        Closing Ceremony  
12:30 - 14:00        Lunch  
13:45 - 17:00        Technical Tour to Kansai International Airport and Aeronautical Safety  
College

## **HEAD OF DELEGATION MEETING**

Heads of Delegates (HOD) Meeting was organized as part of the 46<sup>th</sup> Conference of Directors General of Civil Aviation (DGCAs), Asia and Pacific Regions, which was proposed by Japan at the 45<sup>th</sup> Conference of DGCAs.

The HOD Meeting was attended by all HOD of participating civil aviation administrations in the Asia and Pacific regions. The Meeting confirmed the Conference proceedings in general. The HOD Meeting was provided with a briefing by the respective Moderators on main issues of the Conference Theme Topic as well as of other Agenda Items to be discussed, which were of mutual interests to the participating HOD.

Japan advised that Kansai Statement would be issued as a result of the Conference discussions on the theme topic and would be finalized in the morning of Day 3. The draft text of the Statement was presented for comments. Japan requested all HOD for their cooperation on this matter.

The Meeting recognized that exchange of information and opinions on Agenda Items in advance through the HOD Meeting was useful to increase the efficiency and effectiveness of the Conference.

Japan asked all HOD to ensure punctuality in order to organize the Conference smoothly.

The Agenda for the HOD Meeting is attached.

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**Heads of Delegation Meeting**

**Date:** 08:00 – 09:45, 12<sup>th</sup> October 2009

**Venue:** AQUAMARINE ROOM, 6F ANA GATE TOWER HOTEL

1. Opening of the Meeting (10min)
  - Opening Remarks and Explanation on the aim and significance of HOD meeting (DG of JCAB)  
\*No self-introduction or remarks from DGs
  
2. About Theme Topic (Nominated Moderator of Agenda Item 1) (20min)
  - Significance of “Seamless Sky” as the theme topic
  - Proceedings of the session
  - Introduction of DPs  
(number of DPs, presentation order, time allocation, expected discussion point)
  - Introduction of the final draft of Kansai Statement (Deputy DG of JCAB)
  
3. Agenda 2 – Agenda 9 (Nominated Moderator of each Agenda Item) (40min)
  - Introduction of DPs in each Agenda Item  
(number of DPs, presentation order, time allocation, expected discussion point)
  
4. Other Business (JCAB staff)
  - Request for punctuality
  - Information about Conference arrangements (if any)
  
5. Closing of the Meeting

**AGENDA ITEMS**

- Agenda Item 1:           THEME TOPIC:  
  
                                  *“Seamless Sky: Bringing Together the Asia/Pacific  
                                  Regions”*
- Agenda Item 2:           REVIEW OF ACTION ITEMS ARISING  
                                  FROM THE 45<sup>th</sup> CONFERENCE
- Agenda Item 3:           AIR NAVIGATION PLANNING AND  
                                  IMPLEMENTATION
- Agenda Item 4:           CNS/ATM IMPLEMENTATION ACTIVITIES
- Agenda Item 5:           AVIATION SAFETY
- Agenda Item 6:           AVIATION SECURITY
- Agenda Item 7:           AIR TRANSPORT
- Agenda Item 8:           TECHNICAL AND REGIONAL COOPERATION
- Agenda Item 9:           OTHER BUSINESS
- a) Theme Topic for the 47<sup>th</sup> Conference of DGCA's
  - b) Endorsement of Action Items Arising from  
the Present Conference
  - c) Any other matter

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### **I. OPENING OF THE CONFERENCE**

The 46<sup>th</sup> Conference of Directors General of Civil Aviation (DGCAs), Asia and Pacific Regions was hosted by the Civil Aviation Bureau, Ministry of Land, Infrastructure, Transport and Tourism of Japan and was held at the ANA Gate Tower Hotel, Osaka, Japan.

The Conference commenced with the official opening ceremony at 1100 hours on Monday, 12 October 2009. It was attended by 215 delegates from 34 States/Administrations and 5 International Organizations.

The Director-General, Japan Civil Aviation Bureau (JCAB), Mr. Ryuhei Maeda extended a warm welcome to all the delegates of the 46<sup>th</sup> Conference of the DGCAs, Asia and Pacific Regions. The Director-General also expressed his gratitude to the Minister of Land, Infrastructure, Transport and Tourism 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.

Mr. Maeda conveyed his deepest appreciation to the government authorities and business community in the Kansai region for their generous cooperation for organizing the 46<sup>th</sup> Conference of DGCAs. He highlighted that it has been 45 years since Japan last hosted the DGCA Conference. The Director-General indicated his great pleasure at the valuable opportunity to discuss important issues related to the Asia-Pacific region face-to-face with the delegates. Over the years, civil aviation in the Asia-Pacific region has expanded steadily under the powerful leadership of national and regional civil aviation authorities and initiatives of the ICAO. He lauded the efforts of all stakeholders in this great achievement.

Speaking on the Theme Topic selected for this DGCA Conference “Seamless Sky: Bringing Together the Asia/Pacific Regions” Mr. Maeda stated that in order to achieve even greater expansion of civil aviation under globalization in various fields, greater cooperation and coordination amongst Asia-Pacific States was vital. The Director-General hoped that the next five days the Conference would have meaningful exchanges on a range of issues covering every field in aviation.

The full text of the welcome remarks of the Director-General, JCAB is included as **Attachment 1** to this report.

Mr. Mokhtar A. Awan, Regional Director, ICAO Asia and Pacific Office welcomed the dignitaries and the delegates to the 46<sup>th</sup> Conference of DGCAs in Japan.

The Regional Director thanked and commended the Conference host, Japan Civil Aviation Bureau and the Government of Japan for the elegant and generous arrangements. He thanked the Minister of Land, Infrastructure, Transport and Tourism for gracing the occasion. The Regional Director also expressed his gratitude to the Government of Japan and the Civil Aviation Bureau for hosting the DGCA Conference in Japan for the second time since its inception. The earlier Conference was held in Tokyo in 1964.

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 administrations.

The Regional Director also extended a warm welcome to the Directors General and Chief Executive Officers of various Civil Aviation Administrations who were joining the DGCA Conference for the first time.

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Commenting on the history of the Conference, the Regional Director stated that the Conference was unique owing to its informal nature. The forum provided an essential linkage for all the aeronautical authorities of the region in establishing a very close and personal rapport besides facilitating coordination of civil aviation activities. It also 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.

Speaking on the Theme Topic “*Seamless Sky: Bringing Together the Asia/Pacific Regions*” the Regional Director stated that the topic though very broad based has many in built challenges intertwined within it. He would urge the Conference to stay focused in its approach and diligently analyze every option that may be addressed. Stressing that the outcome of their deliberations would have far reaching consequences for the aviation community in the region as a whole as well as affect the global community. He further elucidated that no region can work in isolation especially in the area of ATM where the concept of seamless sky will have its ramifications in the greater global context.

The Regional Director informed the Conference that ICAO is cognizant of the various ATM concepts that are being evolved in different parts of the globe and has already taken steps to ensure that such initiative are not introduced in isolation, in compartments or in an un-harmonized manner. While fully recognizing its role as a global coordinating body and thus ensuring interregional harmonization ICAO plans to call a roundtable meeting in October 2009 in Montreal of all concerned stakeholders as it would like to promote integration of all such efforts worldwide so that any improvements that are envisaged in the future ATM systems are available to the world aviation community globally.

Emphasizing on the Regional Office’s commitment to assist the States *prima facie*, the Regional Director also conveyed ICAO’s gratitude to the respective governments and administrations for showing the political will in trying times and committing financial resources to the various cooperative programmes.

The Regional Director also expressed the condolences of the regional community to the Governments of Samoa, Tonga, the Philippines, Viet Nam, Cambodia, Lao PDR, Thailand and Indonesia who had recently been through a series of natural disasters.

The full text of the ICAO Regional Director’s opening remarks 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 Japan and the Civil Aviation Bureau of Japan for hosting the Conference. He expressed his pleasure at being able to attend the 46<sup>th</sup> Conference of DGCAAs.

The President was encouraged to hear that the tourism, maritime and air transport sectors are those most likely to grow in the coming years. He highlighted that Japan is strategically positioned to facilitate international traffic flow between North America and Southeast Asia and it manages a large area of the North Pacific airspace. He looked forward to a continuation of these policies.

The President felt that the theme chosen for this year’s conference – *Seamless Sky: Bringing Together the Asia/Pacific Regions*’- was timely. He observed that a seamless sky is fundamental to the safe and orderly growth of air transport in the Asia and Pacific Regions, as it is in all other regions.

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Briefly discussing the concept of seamless sky the President described that one way to visualize the concept is to look at it from the point of view of airline operators. What they need is for their aircraft to operate at all times along their preferred trajectories in terms of time, speed, as well as vertical and horizontal positioning.

Underlying these requirements is optimum fuel burn, for economic and environmental considerations.

A truly global seamless system is where every regional system is fully integrated into the whole. Turning the vision into reality requires a holistic approach he asserted.

ICAO's efforts towards the realization of this vision is reflected in the Global Air Traffic Management Operational Concept.

The planning process for moving from concept to operations is the Global Air Navigation Plan which was recently revised by ICAO. It now clearly describes a strategy aimed at achieving near-and medium-term ATM benefits on the basis of available and foreseeable aircraft capabilities and ATM infrastructure.

Planning will be focused on specific performance objectives supported by a set of Global Plan Initiatives, with a view to maintaining consistent global harmonization and improving implementation.

To further promote the universality and interoperability of ATM systems, ICAO has invited all concerned stakeholders to a roundtable meeting in Montreal on 22 and 23 October. The intention is to promote integration of all efforts worldwide so that future ATM systems are shared and available to the world aviation community globally.

The President said that he looked forward for States from the Asia/Pacific Region to take an active part in the discussions and to support ICAO in promoting global ATM harmonization. Coordination and cooperation are essential for ICAO to effectively play its role of defining unified technical standards and specifications, and of publishing practical documents and guidance material for implementation he stressed.

The President recalled the conclusions of the 36th Session of the ICAO Assembly with respect to ATM which called on the Organization to continue its leadership role in the planning and implementation of a performance-based, global ATM system.

He also observed that both the NextGen and SESAR programmes recognize the importance of ICAO's Operational Concept and the Global Air Navigation Plan as effective tools to guide the global effort and to serve as the framework for continued improvements.

The alignment of these two systems with the two ICAO documents will lead to reinforcement of a common global framework to achieve interoperability and harmonization.

The need for commitment among all members of the ATM community toward achieving shared goals cannot be underscored. He felt that ICAO, through the Asia/Pacific Office located in Bangkok, can also play a critical coordinating role in bringing all parties together in the process. He encouraged this work to be carried out within the successful APANPIRG mechanism.

Seamless sky for the Asia and Pacific Regions rests on cooperation. The need for political will from all partners cannot be underscored and all need to work closely together in the creation of a truly global, seamless and interoperable air navigation system that responds to the needs of regulators and operators in all regions, in a globally-harmonized manner.

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Sharing his thoughts on the Agenda Items of the DGCA Conference the President highlighted other upcoming ICAO events that might help to build on the results of the 46th DGCA Conference.

The Global Air Traffic Management Forum on Civil/Military Cooperation planned for October in Montreal, will explore ways to improve civil/military cooperation and coordination in support of optimum use of airspace by all users. The President hoped the forum would lead to a better understanding of common requirements and operating needs of the two prime airspace users and facilitate the move toward a more interoperable and seamless Global Air Navigation System.

Another important meeting is the High-level Conference on Safety to be held in Montreal in March of next year. Lauding the results of the last such Conference for improving safety around the world, the President stated that the sharing of information will again be high on the agenda of the next Conference, along with the evolution of the Universal Safety Oversight Audit Programme, the ICAO Safety Framework and the transition to a State Safety Programme.

In the area security, work is on-going in the development of an ICAO Comprehensive Aviation Security Strategy (ICASS). Discussions will be held in Singapore on the subject on 21 and 22 October. He encouraged participants to closely follow progress in this area as it will lay the foundation for their policies and activities in the coming years.

The President informed the Conference that the recent High-level Meeting on International Aviation and Climate Change held at ICAO approved a Declaration affirming its commitment to aviation emissions that contribute to climate change, by working through ICAO and in cooperation with the industry. Proposed measures contained in the Declaration build on a Programme of Action, which represented the first globally-harmonized agreement to address climate change from a sector. The Declaration, he stated, would also form the basis for input by ICAO to discussions on international aviation at the upcoming 15th meeting of the Conference of the Parties of the United Nations Framework Convention on Climate Change in Copenhagen next December.

Whether we are talking about seamless skies or any other aspect of international civil aviation, the key to success and progress is cooperation. Let this be the guiding principle on which this conference unfolds, the President of ICAO Council concluded.

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

Mr. Seiji Maehara, Minister of Land, Infrastructure, Transport and Tourism welcomed the participants of the 46<sup>th</sup> Conference of Directors General of Civil Aviation, Asia and Pacific Regions to Japan.

The Minister expressed his deepest condolences to the victims of the earthquake in Indonesia and the earthquake/tsunami in Samoa. He also conveyed his deepest sympathies to the people and the nations of the disaster-stricken areas.

To host the 46<sup>th</sup> Conference of DGCA's was a great honor for the Government of Japan the Minister stated.

The Minister hoped to see valuable discussions in the coming days at the 46<sup>th</sup> Conference of DGCA's and was very appreciative of all parties concerned who have been working very hard to make this Conference happen.

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The Minister stated that civil aviation is an essential means of transportation for the general public and it played an important role in enhancing the international competitiveness of the region while ensuring both safety and security of the public. In addition, it also facilitates the reactivation of the region's economy. He, therefore, felt that aviation development has to be pursued through international cooperation and participation of the national governments concerned in the region.

In the backdrop of the current global economic recession there is a need for a much closer collaboration to overcome the difficulties by combining the wisdom of all concerned.

Touching upon the theme topic – the Seamless Sky, the Minister felt that in order to make the operational environment more efficient and much safer in Asia and Pacific regions, the Seamless Sky would need to address a 3-fold approach: air traffic control; security; and aviation safety. The Minister hoped that the results of the coming discussions would be reflected in the joint statement of this Conference of DGCAs, which would be the first opportunity for this gathering to announce such a statement. This hopefully would be a major step forward.

The Minister declared the opening of the 46<sup>th</sup> Conference of Directors General of Civil Aviation, Asia and Pacific regions and hoped that it would be a very productive.

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

### **II. COMMENCEMENT OF CONFERENCE SESSIONS**

The first working session of the Conference commenced at 1330 hours on Monday, 12 October 2009. The ICAO Regional Director, Mr. Mokhtar A. Awan, as Secretary of the Conference, once again welcomed all participants to the 46<sup>th</sup> Conference of Directors General of Civil Aviation, Asia and 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 the Chairperson of the Conference. The Head of Delegation from Malaysia, Dato' Azharuddin Abdul Rahman, Director General, Department of Civil Aviation proposed Mr. Ryuhei Maeda, Director-General, JCAB to be the Chairperson of the 46<sup>th</sup> Conference of DGCAs. He provided a brief resume of Mr. Ryuhei Maeda's illustrious career achievements and expressed confidence that Mr. Ryuhei Maeda would provide able leadership to the Conference.

The Head of Delegate from Thailand, Mr. Vutichai Singhamany, Director General, Department of Civil Aviation supported the above proposal.

Mr. Ryuhei Maeda was unanimously elected as Chairperson of the Conference.

Mr. Maeda 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 New Zealand, Mr. Stephen Douglas, Director of Civil Aviation, Civil Aviation Authority of New Zealand proposed Mr. Weng Hong Chan, President, Civil Aviation Authority,

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Macao SAR, China for the position. This was supported by the Head of Delegation from the Republic of Korea, Mr. Chong-Sik Chang, Director General for Aviation Policy, Office of Civil Aviation, Ministry of Land, Transport and Maritime Affairs.

Mr. Weng Hong Chan was unanimously elected as Vice-Chairperson of the Conference.

**V. ADOPTION OF THE AGENDA**

The Provisional 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 have kindly agreed to moderate the respective Agenda Items:

<b>SUBJECT</b>	<b>AGENDA ITEM</b>	<b>MODERATOR</b>
Theme Topic	1	Mr. Ong Heng Yap Director General of Civil Aviation Civil Aviation Authority, Singapore
Review of Action Items Arising from the 45 <sup>th</sup> Conference	2	Mr. Stephen Douglas Director of Civil Aviation Civil Aviation Authority of New Zealand
Air Navigation Planning and Implementation	3	Mr. John F. McCormick Director of Aviation Safety Civil Aviation Safety Authority, Australia
CNS/ATM Implementation Activities	4	Mr. Gombosuren Davaa Director General Civil Aviation Authority, Mongolia
Aviation Safety	5	Mr. Shung Man Lo Director-General of Civil Aviation Civil Aviation Department of Hong Kong SAR, China
Aviation Security	6	Ms. Cindy M. Farkus Assistant Administrator Transportation Security Administration, United States of America
Air Transport	7	Dato' Azharuddin Abdul Rahman Director General Department of Civil Aviation, Malaysia

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<b>SUBJECT</b>	<b>AGENDA ITEM</b>	<b>MODERATOR</b>
Technical and Regional Cooperation	8	Dr. Nasim Zaidi Director General of Civil Aviation Directorate General of Civil Aviation, India
Other Business	9	Mr. Parakrama Dissanayake Acting Director-General of Civil Aviation and Chief Executive Officer Civil Aviation Authority, Sri Lanka
a) Theme Topic for the 47 <sup>th</sup> Conference of DGCA's		
b) Endorsement of Action Items Arising from the Present Conference		
c) Any other Matters		

## **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.

## **VIII. CHAIRPERSON**

At the conclusion of Day 1 proceedings the Chairperson, Mr. Ryuhei Maeda, Director-General, JCAB announced that he had to return to Tokyo because of un-anticipated matter arising in JCAB. Mr. Maeda sought the Vice-Chairperson's opinion on how he felt about chairing the remainder of the Conference.

Mr. Weng Hong Chan, Vice-Chairperson stated that as per procedure he was expected to chair the Conference. However, taking into account some precedents, it may be appropriate if a senior person of the host State were to chair the Conference. The Vice-Chairperson proposed that Mr. Hajime Ishizu, Senior Deputy Director-General, JCAB should chair the Conference and he would provide full cooperation.

Mr. Maeda then sought the opinion of the Conference.

Dato' Azharuddin Abdul Rahman, Director General, Department of Civil Aviation Malaysia who had earlier proposed the nomination of Mr. Maeda supported the proposal of the Vice-Chairperson to allow Mr. Hajime Ishizu to chair the Conference. Mr. Vutichai Singhamany, Director General, Department of Civil Aviation, Thailand who earlier seconded the proposal of the Chairperson also supported the proposal.

Mr. Ryuhei Maeda, therefore, entrusted the responsibilities of the Chairperson to Mr. Hajime Ishizu.

Mr. Maeda wished the meeting well and apologized for any inconvenience.

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**AGENDA ITEM 1: THEME TOPIC:**

*“Seamless Sky: Bringing Together the Asia/Pacific Regions”*

**Moderator: Mr. Ong Heng Yap**  
**Director General of Civil Aviation**  
**Civil Aviation Authority, Singapore**

**1.1 ATM PANEL DISCUSSION**

**1.1.1 Presentation – Next Generation Air Transportation System  
(NextGen), Ms. Carey Fagan, FAA**

1.1.1.1 The Federal Aviation Administration (FAA) is leading the US effort to transform the air transportation system. This effort, known as the Next Generation Air Transportation System (NextGen) will address critical needs for the future. Development and implementation of key transformational systems, such as ADS-B, is underway today with initial operational services beginning in 2010. Additionally, the US is evaluating strategies to accelerate components of NextGen while also addressing industry and stakeholder needs based on the RTCA Task Force 5 report.

1.1.1.2 The FAA manages airspace abutting 29 international flight information regions (FIR). The challenge of handling the efficient exchange of services across these boundaries fully underscores the need for global harmonization and coordination of NextGen as it evolves. In order to address this need the FAA works through bi-lateral, multi-lateral and regional groups such as the FAA/Japan Future ATS Working Group and others to ensure that NextGen and equivalent future systems will be in harmony. Of particular criticality is the collaboration between the FAA’s NextGen and the European SESAR programs. Work is underway to streamline the NextGen/SESAR collaboration via formal partnership agreements.

1.1.1.3 A related activity is the regional environmental partnership known as the Asia and Pacific Initiative to Reduce Emissions (ASPIRE). This partnership is dedicated to the promotion of environmental stewardship in the region through best practices. On 11 October, the FAA, along with Airservices Australia and Airways New Zealand welcomed Japan Civil Aviation Bureau as the newest ASPIRE partner. The addition of Japan as an ASPIRE partner emphasizes the FAA’s commitment to seamless operations and a forward thinking vision for the Asia and Pacific regions.

**1.1.2 Presentation – Single European Sky ATM Research (SESAR)  
Mr. Patrick KY, Executive Director, SESAR Joint Undertaking**

1.1.2.1 The European context bears similarities with the Asia-Pacific environment: large number of countries (27 EU Member States, 36 including neighbouring States), large number of stakeholders (each member state has its own air navigation service provider, air force, and national aviation authorities), and overall steady growth foreseen for the next 15-20 years.

1.1.2.2 The European Union recognised that ATM modernisation should be a common endeavour, given the fact that 80% of air traffic in Europe crosses national borders.

1.1.2.3 The Single European Sky legislation was adopted in 2004, and provides the legal framework that effectively leads to a Single European Sky, in particular through:

- Separation between service provision and regulatory activities

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- Consolidation of air traffic management services into transnational Functional Airspace Blocks
- EU decision making processes, including the capability to adopt EU-wide legal requirements for standards implementation.

*SESAR is the technological component of the Single European Sky.*

1.1.2.4 The EU Council of ministers decided to create a body, which would be fully responsible for the management of SESAR: the SESAR Joint Undertaking, which is an EU body, is based on the principle of public-private partnership. The SESAR Joint Undertaking (SJU) has an overall budget of 2.1 billion Euro, funded 1/3 by the EU, 1/3 by Eurocontrol, 1/3 by the industry.

1.1.2.5 Fifteen (15) industrial organisations, including Air Navigation Service Providers and manufacturing industry are “members” of the SESAR Joint Undertaking, and perform activities for and on behalf of SESAR. The work programme is organised in 16 Work Packages and 295 projects. Between 1500 and 2000 persons will be working on SESAR when the programme has reached its full speed.

1.1.2.6 Technical activities started in June 2009, and the SJU will have effectively launched 124 projects by end of 2009; 295 before the end of 2010.

1.1.2.7 The SESAR work is organised in three main steps:

- Time based operations (Initial Operational Capability 2013)
- Trajectory based operations (IOC 2017)
- Performance based operations (IOC 2020)

1.1.2.8 International cooperation is seen as a top priority for SESAR, since aviation is a global industry by nature. The SESAR Joint Undertaking has started its cooperation with the US FAA, in particular through a common initiative on environment. Bilateral discussions have started with some States of the Asia and Pacific regions and all are most welcome.

**1.1.3 Presentation – Collaborative Actions for Renovation of Air Traffic Systems (CARATS), Mr. Masahiro Muroya, Director General of Air Traffic Services, Department of Japan Civil Aviation Bureau**

1.1.3.1 JCAB referred to diversity as a unique character of the Asia and Pacific regions. Taking into account these features in the air navigation field in Asia/Pacific and pioneering activities such as NextGen in US and SESAR in Europe, he proposed “seamless” as a keyword for the regional development of future ATM.

1.1.3.2 JCAB, then, explained three Japanese specific characteristics of air traffic situation, namely: rapid air traffic growth; concentrated air traffic in the metropolitan area; and competitive environment with other advanced transport system. CARATS is being developed in order to respond to such needs and changes in Japan. JCAB emphasized the importance of setting common targets and identifying necessary renovation in CARATS; and the need of cooperation and collaboration at regional and global levels.

1.1.3.3 JCAB in conclusion, questioned the Conference whether Asia/Pacific region can remain as it is, and suggested that the region should start thinking of Asia/Pacific harmonized future ATM system moving toward the seamless sky.

### **Discussion**

1.1.4 In the ensuing discussion, it was noted that although NextGen, SESAR and CARATS had different geneses, all three programmes aim to bring about seamlessness in air traffic operations by leveraging on new technologies, in accordance with the ICAO Global Air Navigation Plan. Seamlessness in air traffic operations can be defined as aircraft flying their optimal 4D trajectory, with significant improvements in safety, efficiency and sustainability. Similar technological elements include satellite-based CNS services; performance-based navigation (PBN); an aviation intranet (known as System Wide Information Management) for real-time sharing of information between aircraft and ground, Automatic Dependent Surveillance – Broadcast (ADS-B); and data communications. In addition, there would be greater integration of weather information. New technologies are currently being developed under the respective programmes. NextGen, SESAR and CARATS also emphasised environmental protection, as demonstrated under the Atlantic Initiative for Reduction of Emission (AIRE) and Asia-Pacific Initiative for Reduction of Emission (ASPIRE) programmes.

1.1.5 It was also noted that there are ongoing efforts on harmonizing between NextGen and SESAR. At the same time, the United States and the SESAR Joint Undertaking have engaged stakeholders (including airlines and adjacent FIR authorities) to coordinate efforts.

1.1.6 It was further noted that the Asia-Pacific airspace is not seamless from the perspective of air traffic, and that given the rapid growth in air traffic, there is a need for seamless ATM operations for safe and efficient air transport in the Asia-Pacific. For this, it is necessary for each State to plan its future air transport system taking into consideration the overall vision for the region, and taking references from NextGen and SESAR. In order to realise seamless ATM operations across Asia-Pacific, there will also be a need for coordination and harmonisation amongst the States.

1.1.7 With regard to how the Asia-Pacific as a region could move towards seamless ATM operations, it was noted that international cooperation is key given the cross-border and cross-regional nature of air transport. This is key for NextGen as the United States' FIRs are interfaced with a total of 18 other FIRs, and for SESAR which is to enable trajectory-based operations through real-time information exchange and this necessitates cooperation among countries. The leadership role of ICAO was also emphasised, with the ICAO Global ATM Operational Concept and ICAO continuing to develop guidance for seamless ATM operation in the region, as for NextGen and SESAR.

1.1.8 It was highlighted that one of the key elements for progressing seamless ATM operations in the Asia-Pacific is a platform to facilitate discussion on this. The Asia-Pacific could learn from the experience of the United States and Europe, while recognising the diversity within the region.

## **1.2 PRESENTATION ON DISCUSSION PAPERS**

1.2.1 In introducing the Agenda Item, the Moderator explained the significance of the theme topic – Seamless Sky : Bringing Together the Asia/Pacific Regions. Elaborating on the benefits of seamless sky, the Moderator stressed on the need to integrate the global air traffic management system and hoped that the Discussion Papers would deliberate on the possible way forward. In addition, under the Theme Topic the seamlessness with respect to Air Cargo Security and Aviation Safety would also be reviewed.

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1.2.2 A total of sixteen (16) papers were presented under this Agenda Item. The papers were discussed under four (4) groups: General (2 papers), Air Traffic Management (9 papers), Air Cargo Security (2 papers), and Aviation Safety (3 papers)

<b>REF.</b>	<b>TITLE</b>	<b>PRESENTED BY</b>
DP/1/1	Seamless Sky: Bringing Together the Asia/Pacific Regions	Japan
DP/1/2	Proposed Platform for the Discussion on the Future ATM System of the Asia and Pacific Regions	Japan
DP/1/3	Air Cargo Security	Japan
DP/1/4	A Time to Move Forward and Harmonize Actions Together	Thailand
DP/1/5	Pacific Aviation Safety Office	PASO
DP/1/6	Single European Sky Air Traffic Management Research (SESAR)	France
DP/1/7	Seams and Seamlessness in ATM - Nepal	Nepal
DP/1/8	Future Development of China's Air Traffic Management System	People's Republic of China
DP/1/9	Asian Skies	IATA
DP/1/10	The Functional Airspace Block Europe Central (FABEC)	France
DP/1/11	The Single European Sky (SES)	France
DP/1/12	Harmonized, Safe, Secure and Efficient Operations of Corporate Aviation Through the Asia/Pacific Region	IBAC
DP/1/13	South East Asia RAIM Prediction System	Thailand
DP/1/15	Approaches for Seamless and Safe Operations in the Asia/Pacific Regions	Japan
DP/1/16	ICAO on Uniformity in Regulations, Standards, Procedures and Organization	ICAO
DP/1/17	Air Cargo Security	United States of America

**1.3 DP/1/1 SEAMLESS SKY: BRINGING TOGETHER THE ASIA/PACIFIC REGIONS**

1.3.1 This paper was presented by Japan. 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, aviation security, and aviation safety, Japan considered that diversities and harmonization are not necessarily disagreeable concepts and can go together.

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1.3.2 The “harmonization” may be interpreted in various ways in civil aviation, but what people expect from the harmonization in civil aviation is that aircraft operators can fly “seamlessly” without feeling operational and technical differences. In other words, they can fly without recognizing any discontinuity. Transparent and interoperable standards will be set among States and regions where they fly.

1.3.3 In order to move forward to the Seamless Sky, intra-regional cooperation is required from various aspects of civil aviation. Japan proposes to discuss three aspects of the Seamless Sky which are particularly important because of the urgent needs of cooperation, namely: Air Traffic Management (ATM), aviation security and aviation safety, as the starting point of the cooperation in the Asia and Pacific Regions. Japan, as the host of this Conference, proposes to issue a Joint Statement on Seamless Sky in order to show the outcome of the 46th DGCA Conference.

**1.4 DP/1/2 PROPOSED PLATFORM FOR THE DISCUSSION  
ON THE FUTURE ATM SYSTEM OF THE ASIA  
AND PACIFIC REGIONS**

1.4.1 Japan informed the Conference of the recent global movement towards the future ATM system. ICAO has been leading the development of the Global Air Traffic Management Operational system with the implementation target of 2025. The United States and Europe have been developing their future air traffic modernization programmes based on the ICAO ATM Operational Concept, namely the Next Generation Air Transportation System (NextGen) and the Single European Sky ATM Research (SESAR) respectively and promoting the seamless ATM operation. Japan is also progressively developing a future vision of air transport system targeting at 2025. Specific measures for short, mid, and long-term schedules are also being developed.

1.4.2 Noting the recent global movement towards future ATM system, Japan pointed out the need to achieve a seamless ATM operation for ensuring safe and smooth air traffic as well as addressing the global environmental issues in the Asia and Pacific Regions, where further growth of air traffic demand is expected. The future ATM system of the Asia and Pacific Regions should be considered by the positive participation of the whole of the Asia and Pacific Regions.

1.4.3 In its paper, Japan proposes to position the Asia/Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG) as the platform to discuss the future ATM system of the Asia and Pacific Regions, and to establish a new body where experts of various fields can discuss the future ATM system, such as a new sub-group or a dedicated project. The new body could have the functions of planning mechanism and collective coordination. The detailed body structure should be further considered by APANPIRG. Japan’s proposal to position APANPIRG as the platform to discuss the future ATM plan of the Asia and Pacific Regions would show the Conference’s determination to move towards the seamless ATM system in the Joint Statement.

**1.5 DP/1/3 AIR CARGO SECURITY**

1.5.1 This paper presented by Japan proposes to focus on “Air Cargo Security” in conjunction with the theme topic. It recognizes the significance of enhancing air cargo security, collaborating with one another and with ICAO towards developing internationally harmonized measures and processes in air cargo security, and agree to consider including provisions on air cargo security into Annex 17, taking into account the need to protect the entire cargo supply chain.

1.5.2 The paper acknowledges that some Member States have successfully enhanced the security of air cargo through the Regulated Agent (RA) Regime, which is in accordance with the

current ICAO recommendations, and have achieved an optimum balance between securing air cargo security from unlawful intervention and facilitation of efficient air cargo flow. Others have developed and promoted the Authorized Economic Operator (AEO) Program in close cooperation with the business sector, aiming at both ensuring security in the international supply chain toward the goal of counter-terrorism, and facilitating legitimate flow of goods through providing trade facilitation measures to the operators who are well-compliant with the supply chain standards.

1.5.3 Member States are encouraged to collaborate with one another and with ICAO in developing internationally harmonized measures and processes in air cargo security. Such measures and processes have been discussed at several inter-governmental forums, such as the international workshop on air cargo security hosted by Japan in March 2008, APEC meetings, and ICAO AVSEC Panel meetings.

1.5.4 Member States are also encouraged to agree that the further sharing of information and best practices should be promoted.

**1.6 DP/1/4 A TIME TO MOVE FORWARD AND HARMONIZE  
ACTIONS TOGETHER**

1.6.1 The paper presented by Thailand describes its efforts with regard to harmonizing the use of airspace within Thailand through the establishment of a mechanism called “the airspace panel” to resolve issues and to maintain coordination between civil and military authorities. This has resulted in improvement for more efficient use of airspace such as the establishment of new airways and some conditional routes. Thailand raised the point for standardizing the spacing of en-route aircraft along the major traffic flows across the FIR boundaries. The paper requests the Conference to give support to the two ICAO Task Forces, namely, the Bay of Bengal Reduced Horizontal Separation Task Force (BOB-RHS/TF) and Southeast Asia Route Review Task Force (SEA RR/TF) for which Thailand has expressed its full support and will play an active part for the successful conclusion and implementation of positive actions in both areas.

**1.7 DP/1/5 PACIFIC AVIATION SAFETY OFFICE**

1.7.1 The presentation provided by the Pacific Aviation Safety Office (PASO) gave a comprehensive update to the DGCA Conference delegates on the efforts of the PASO member States combining to serve the needs of its members in the area of safety and security oversight and monitoring.

1.7.2 The current and planned activities including projects undertaken to date and the challenges it faced in the environment containing an expansive region of numerous States and the limited resources it currently experiences. It was stressed that PASO operations are subject to levels of financial insecurity from the ability of its member States to continually fund the required activities. While initial source of funding to PASO has been given, the financial survival of PASO will be the subject to the on-going commitment of the member States to having PASO carry out their oversight activity.

1.7.3 The presentation highlighted the geographical spread and isolation of the region that is heavily reliant on air transportation for economic survival; thus the need for quality control and regulatory oversight to maintain international obligations for its member States, and closing off regulatory and compliance gaps. Several factors that require addressing for PASO to achieve its objectives effectively were given.

1.7.4 PASO stated that it will continue to work closely with member States and other aviation regional stakeholders in order to develop a more harmonized and internationally

compliant membership. Despite the hurdles PASO has faced, including funding insecurity, PASO stated that it was an exciting time for the region and one that will ultimately benefit from the greater compliance levels and regional independence PASO will bring.

**1.8 DP/1/6 SINGLE EUROPEAN SKY AIR TRAFFIC  
MANAGEMENT RESEARCH (SESAR)**

1.8.1 In its paper, France states that the Single European Sky ATM Research (SESAR) programme is the technological dimension of the Single European Sky (SES). SESAR aims at creating the capability to handle a threefold increase in traffic in Europe, while improving safety by a factor of ten, reducing by 10% the environmental impact per flight and cutting the ATM related expenses by half.

1.8.2 SESAR is organized as a three (3) phase programme:

- the Definition Phase (2005-2008) delivered the SESAR ATM Master Plan based on future aviation requirements, identified the actions, from research to implementation, needed to achieve SESAR goals;
- the Development Phase (2008-2013) will produce the required new generation of technological systems, components and operational procedures as defined in the SESAR ATM Master Plan and Work Programme; and
- the Deployment Phase (2014-2020) will see the large-scale production and implementation of the new air traffic management infrastructure composed of fully harmonised and interoperable components guaranteeing high-performance air transport activities in Europe.

1.8.3 The SESAR Concept, a major output from the Definition Phase is supported by all European ATM stakeholders and is the actual driver of future works. Key to the concept is the “Business/Mission Trajectory” principle in which the airspace users, air navigation service providers and airport operators define together, through a collaborative process, the optimal flight path from gate to gate.

1.8.4 The SESAR Definition Phase is now completed and the Development Phase has started driven by the SESAR Joint-Undertaking (SJU), a Public European joint enterprise created under European Community law on 27 February 2007, with Eurocontrol and the European Community as founding members. The SJU will manage the SESAR Development Phase and in particular coordinate and concentrate all relevant research and development efforts in the Community.

1.8.5 Fifteen public and private enterprises have been selected as members of the SJU: Air navigation service providers, Ground and aerospace manufacturers, Aircraft manufacturers, Airports (SEAC, AENA and NORACON), Airborne equipment manufacturers.

1.8.6 Based on the ATM Master Plan developed during the Definition Phase, the technical Work Programme defines all projects and activities to be undertaken in the 2008-2014 timeframe under the supervision of the SESAR JU. Executed in cooperation with the members, the Work Programme comprises 16 work packages and 295 projects. These packages will develop and deliver the necessary operational and technical materials (specifications, procedures, prototypes, validation activities, etc.) for the progressive industrialisation, deployment and operation of the new ATM system.

**1.9 DP/1/7 SEAMS AND SEAMLESSNESS IN ATM – NEPAL**

1.9.1 In its paper on Seams and Seamlessness in ATM, Nepal highlights that unlike other developing economies in the Asia Pacific Regions, the selection and application of suitable technology in Nepal has been pragmatically difficult due to geographical, operational and technical constraints, pending financial vulnerability. In this regard smooth and efficient state-of-art-based air traffic management at large is arduous and demanding. To cope with seams faced in the area of CNS, air traffic management has to be made dependent on performance based regulations, procedures and practices rather than equipment based regulations and procedures. Along the lines of NEXTGEN of the United States and SESAR of European Union, Nepal sees the advantage of and smooth transition to approach methodologies inclusive of PBN, RNP 5, RNP 10 and upper airspace management. To achieve this, Nepal urges ICAO to sensitize States in the region to cooperate with Nepal for better contribution towards effective implementation of PBN and establishment of Himalaya I, Himalaya II and Trans Himalayan Routes overlying Nepal; and help devise a mechanism for sharing available resources in terms of equipment, expertise and training; and adoption of appropriate technology to ensure seamless application.

**1.10 DP/1/8 FUTURE DEVELOPMENT OF CHINA’S AIR  
TRAFFIC MANAGEMENT SYSTEM**

1.10.1 The paper presented by China highlights the rapid growth and development trend of civil aviation transportation in China. The challenges faced by the Chinese air traffic management system were analyzed and identified. China believes that continuation of enhancing the construction of traditional infrastructure is a direct, effective and reliable measure to resolve the short term problems and the traditional system will be an indispensable backup/emergency support measure for the next generation ATM system in the foreseeable future. While ensuring construction of traditional ATM technological infrastructure and its investment scale, China has given consideration for meeting requirements of both current ATM operation and the development of next generation of ATM system.

1.10.2 The objective of China New Generation of ATM System (CNAS) was highlighted, including improving safety level to ensure flight safety; increasing airspace capacity to meet the requirements of growing air transport; improving operational efficiency to reduce flight delay and raising service level to provide air transport with quality service by means of implementing information sharing network. The CNAS will cover whole processes of air transport and integrate the following sub-systems:

- Airspace management system;
- Flight plan management system;
- Traffic flow management system;
- Air traffic service system;
- Aviation information system;
- Meteorological service system;
- ATC automation system;
- Dynamic management system for airports and runways; and
- Network information integration/exchange system.

1.10.3 The transitional aspects of CNAS were mentioned including the key points of the construction of China’s ATM system as specified in the current and next “Five-Year” Plans (2006-2015). A series of trials and validation work for CNAS are being conducted including ADS-B trials; ATN testing and implementation; GNSS integrity monitoring (RAIM) and RNP/RNAV application. With respect to international cooperation, China will continue supporting ICAO in

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promoting global ATM harmonization implementation framework. In the course of planning and implementing CNAS, China will follow the “seamless” and “interoperability” of ATM operational concept and strengthen the information exchange besides cooperating with the international aviation community.

1.10.4 Considering that the development of next generation of global ATM system involves issues like national policies, planning, investment, legislation, regulations and standards, personnel training, environmental protection etc., ICAO was urged to play its coordinating role in defining unified technical standards and/or specifications required and also develop practical guidance documents to ensure that Next Generation of global ATM systems will be promoted and implemented on the basis of meeting the interests of all States.

**1.11 DP/1/9 ASIAN SKIES**

1.11.1 This paper, presented by the International Air Transport Association, argues the need for an Asia Pacific regional planning and coordination agreement to ensure air space management can meet future aviation needs.

1.11.2 The paper notes that whereas Europe and US, with a combined population of some 1 billion, have sophisticated programs (SES and NextGen), Asia Pacific, with a population of 4.2 billion, lacks a similar regional program to provide “Seamless Skies”.

1.11.3 The paper highlights that the consequences of failing to meet future aviation needs could result in adverse economic and environmental consequences which may be mitigated by financial penalties or restrictions on aviation growth.

1.11.4 Consequences such as these will severely impact Asia Pacific Gross Domestic Product (GDP), employment across the region and the potential for aviation to contribute to increasing standards of living in a region with 60% of global population reside.

1.11.5 IATA suggests the Directors General consider this issue and the appropriate mechanism which would enable effective implementation of improved airspace management.

1.11.6 APEC and/or ASEAN air transport groups were suggested appropriate bodies to consider these matters.

**1.12 DP/1/10 THE FUNCTIONAL AIRSPACE BLOCK EUROPE  
CENTRAL (FABEC)**

1.12.1 France highlighted that the concept of a Functional Block of Airspace is part of the European response for a seamless sky. It has been introduced by the Single European Sky (first package of regulations) adopted in 2004. The objective is to redesign European Air Traffic Management (ATM) as a flexible, harmonized and seamless network, independent of national boundaries. The FAB Europe Central (FABEC) is one of the FAB initiatives launched by six States (Belgium, France, Germany, Luxembourg, the Netherlands and Switzerland) and seven Air Navigation Service Providers (Belgocontrol, DSN, DFS, ANA, LVNL, MUAC and Skyguide) in the core area of Europe.

1.12.2 A feasibility study was launched in November 2006. In June 2008, the FABEC feasibility study final report was delivered after several months of detailed analyses by over 230 experts. It concludes that the FABEC is feasible and necessary and also lays the groundwork for the implementation phase.

1.12.3 The FABEC implementation phase was therefore launched in November 2008 among the civil and military air navigation service providers and the State authorities. The six States signed a Declaration of Intent and the Air Navigation Service Providers signed a Framework Agreement.

1.12.4 Maintaining the positive cooperation momentum achieved during the study phase, the FABEC implementation phase structure and management principles were agreed. Three main pillars (States, Project, ANSPs) were defined to steer the work; responsibilities and accountabilities were clearly agreed. Several multidisciplinary expert task forces were created to implement, as early as possible, gradual improvements to the ATM framework. Experts are working together on operational, technical, legal, financial and regulatory improvements that will address the fragmentation of the network. The overarching aim of this phased implementation is to deliver tangible benefits to the aviation community as early as possible and reinforce cohesion between the partners – a key ingredient for success.

1.12.5 The FABEC entry into operation is foreseen for 2012.

### **1.13 DP/1/11 THE SINGLE EUROPE SKY (SES)**

1.13.1 The Single European Sky (SES) first legislative package was introduced in March 2004 with a view to enhance current safety standards and the overall efficiency of general air traffic in Europe, to optimise capacity allowing thus to meet the requirements of all users, to minimise delays and to establish a harmonised regulatory framework. The paper presented by France stated that in December 2007, a first report on the implementation of the Single European Sky legislation was issued. The main achievements were:

- Establishment of a legal and institutional framework (Single Sky Committee, Industrial Consultation Body, relationship with Eurocontrol);
- Separation of service provision from regulation;
- Setting-up of a safety oversight by National Surveillance Authorities;
- Harmonization in licensing of the air traffic controllers;
- Transparency in the establishment of air navigation charges;
- Flexible use of airspace based on a civil-military co-operation;
- Definition phase of the SESAR programme.

1.13.2 In June 2008, the European Commission launched a new step of the SES programme by submitting to the European Council and to the European Parliament two draft regulations aiming at enhancing the former SES regulations. A second package was approved in September 2009 by the Council and the European Parliament. It encompasses two regulations:

- one regulation enhancing the four basic regulations known as SES I package;
- and
- one regulation extending the remit of the European Aviation Safety Agency in the field of Airports and ATM/ANS.

The paper stipulates the main features of these newly adopted regulations as follows:

- a performance scheme is set up to ensure that all the measures taken in the field of ATM/ANS are performance-driven;
- a single regulatory framework is established to provide a harmonised set of rules under a global regulatory approach system;

- a SESAR Joint Undertaking is created to develop and implement the best technology in an industrial and financial partnership;
- a special Observatory is tasked to survey the airport capacity as a means to get a clear view on the ground capacity issues.

**1.14 DP/1/12 HARMONIZED, SAFE, SECURE AND EFFICIENT  
OPERATIONS OF CORPORATE AVIATION  
THROUGH THE ASIA PACIFIC REGION**

1.14.1 This paper was presented by the International Business Aviation Council (IBAC), which represents the interests of the business aviation community, with Members in all corners of the globe. IBAC has observer status at ICAO and has representatives on essentially all ICAO Panels, Work Groups and Committees.

1.14.2 The IBAC presentation explained that the Asia Pacific Region is expected to soon experience a rapid growth in Corporate Aviation operations, the non-commercial use of aircraft for business purposes, with aircraft flown by dedicated professional aircrew. The Paper emphasized that the ICAO Convention, Policies and the Standards and Recommended Practices provide the framework for the harmonization of rules and procedures for general aviation operations. IBAC expressed concern that early indications during the implementation of corporate aviation in the Asia Pacific Region demonstrate some lack of harmonization in how the Region's States are implementing rules and operational procedures for non-commercial corporate operations, and in many cases are varying from ICAO Standards and Recommended Practices and ICAO Policy.

1.14.3 In conclusion, the paper requests that the Conference recognize the economic benefits of corporate aviation and encourage States to facilitate growth through removal of barriers to efficient operation. The paper points out that application by States of the ICAO Convention, Policies and SARPS will ensure a harmonized implementation of corporate aviation into the Region. Effective application of rules and procedures appropriate to general aviation operations will provide for more cost effective utilization of valuable State technical and financial resources.

**1.15 DP/1/13 SOUTH EAST ASIA RAIM PREDICTION SYSTEM**

1.15.1 In its paper Thailand states that GNSS is currently considered a main navigation infrastructure supporting PBN operations. It is now also becoming a critical component of surveillance system, such as ADS-B. Unpredicted outage of GNSS services can cause undesired interruptions on aircraft operations. ICAO Annex 10 and ICAO PBN manual require States and ANSPs to provide timely warnings of GNSS RAIM outages. RAIM prediction results are needed daily by pilots, flight dispatchers, air traffic controllers and airspace planners.

1.15.2 The Thailand paper raises a proposal to establish a South-East Asia RAIM Prediction System. A common, regional RAIM prediction services can prove to be an effective solution that will enhance seamless air traffic operation, while providing a cost-effective investment solution. The proposal is in line with ICAO APANPIRG resolution requesting ICAO PBN Task Force to study the feasibility of establishing a regional RAIM prediction system. The paper requests the Conference to note the importance and requirements for RAIM prediction services for GNSS and PBN operations, and encourage States to work cooperatively with ICAO PBN Task Force and the APEC GIT to establish a regional RAIM prediction service for South East Asia. Thailand through AEROTHAI is willing to serve as a project coordinator for this important regional activity.

**1.16 DP/1/15 APPROACHES FOR SEAMLESS AND SAFE  
OPERATIONS IN THE ASIA/PACIFIC REGIONS**

1.16.1 As air traffic is expected to increase steadily in the Asia and Pacific Regions, it is needless to mention that promoting further improvement of aviation safety is required.

1.16.2 Member States recognized the importance of their role in ensuring that their air operators establish and maintain the highest standards in safety through the proper implementation of Safety Management System as envisaged under the State Safety Programme.

1.16.3 States also recognized the importance of the safety monitoring activities for the foreign aircraft by the States in the Region.

1.16.4 States agreed to further enhance the cooperation in these efforts and activities in the Region in a harmonized manner.

**1.17 DP/1/16 ICAO ON UNIFORMITY IN REGULATIONS,  
STANDARDS, PROCEDURES AND  
ORGANIZATION**

1.17.1 The ICAO Secretariat presented information to assist the discussion on the theme topic, highlighting relevant matters from the Convention on International Civil Aviation (the ‘Chicago Convention’), the 36th Assembly, the Asia/Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG) and the work of the ICAO Asia and Pacific Regional Office in Bangkok, Thailand.

1.17.2 The paper invites the Conference to recall that the notion of “...*collaboration in international measures...*” prevails throughout the Chicago Convention. Specifically, Article 37 of the Convention requires States to collaborate “...*in securing the highest practicable degree of uniformity in regulations, standards, procedures, and organization...*” and Articles 12 and 28 further expand the requirements for standardised rules of the air and air traffic control practices.

1.17.3 The paper highlights that at its 36<sup>th</sup> session, the ICAO Assembly adopted Resolution A36-13 comprising a consolidated statement of continuing ICAO policies and associated practices related specifically to air navigation. Appendix W of A36-13 deals with the provision of air traffic services and includes the following Associated Practice:

*“Contracting States should consider, as necessary, establishing jointly a single air traffic services authority to be responsible for the provision of air traffic services within ATS airspace extending over the territories of two or more States or over the high seas.”*

1.17.4 In the Asia/Pacific Region, planning and implementation of civil aviation arrangements occurs under the auspices of APANPIRG. APANPIRG was established by the Council of ICAO, as recommended by the Air Navigation Commission, on 26 June 1991 with membership now comprising all Asia and Pacific States, who are service providers in the region and part of the regional Air Navigation Plan. User States are also entitled to participate in any regional PIRG meeting as a non-member. International organizations recognized by the ICAO Council (including IATA, IFALPA, IFATCA, IBAC and CANSO) are also invited to participate in the annual APANPIRG meetings.

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1.17.5 The published objectives of APANPIRG are to:

- a) ensure continuous and coherent development of the *Asia Pacific Regional Air Navigation Plan (Doc 9673)* and other relevant regional documentation in a manner that is harmonized with adjacent regions, consistent with ICAO SARPs and the *Global Air Navigation Plan (Doc 9750)* and reflecting global requirements;
- b) facilitate the implementation of air navigation systems and services as identified in the *Asia Pacific Regional Air Navigation Plan* with due observance to the primacy of air safety, regularity and efficiency; and
- c) identify and address specific deficiencies in the air navigation field.

1.17.6 The paper also underscores the role of the ICAO Asia and Pacific Regional Office, particularly the strong focus required by both bodies on the *Global Air Navigation Plan (Doc 9750)* and the *Asia Pacific Regional Air Navigation Plan (Doc 9673)* as the primary planning provisions for the Asia/Pacific Region.

1.17.7 The objectives of the Regional Office are those of ICAO as defined in Article 44 of the Chicago Convention. In general terms these objectives are to foster the planning and development of arrangements for air transport including, amongst others, the promotion of safety of flight and the development of airways, airports and air navigation facilities for international civil aviation. Specific activities of the Asia/Pacific Office relate to the dissemination and interpretation of ICAO technical material, and a leadership role in ensuring accredited States continue to work together towards full compliance with ICAO Standards and Recommended Practices (SARPs).

1.17.8 The most recent meeting of APANPIRG, the twentieth meeting of the Group in the eighteen years since establishment, was held in September 2009. APANPIRG/20 raised a total of 76 new Conclusions and Decisions for regional action and followed up the outstanding Conclusions and Decision from previous APANPIRG meetings, including incorporation of feedback from the Air Navigation Commission and the ICAO Council.

1.17.9 The paper encourages continuing discussions on matters related to the theme topic towards an overall goal of efficient and cost effective regional progress towards an integrated, global ATM system in accordance with the objectives described in the Global ATM Operational Concept (Doc 9854).

## **1.18 DP/1/17 AIR CARGO SECURITY**

1.18.1 The United States presented this paper on Air Cargo Security. The movement of cargo on passenger aircraft continues to represent a critical component of the domestic and global supply chains. Transportation Security Administration (TSA) is intrinsically connected by the global aviation network and the common goal of securing the network against the threat of terrorist attack. With the cooperation of the entire air cargo community, TSA is on track to achieve the 100 percent air cargo screening mandate set forth in United States Public Law 110-53 also known as the 9/11 Act. To do so, TSA is developing a system that will provide a level of security for air cargo commensurate with the level of security for passenger checked baggage. TSA will continue to work with international partners to address the many challenges and expects to see significant improvements in the level of security for inbound air cargo on passenger aircraft.

## **1.19 DISCUSSION ON THE PAPERS PRESENTED:**

### **1.19.1 ATM**

1.19.1.1 In discussing DP/1/2, ICAO appreciated the efforts made by Japan. However, ICAO informed the Conference of the regional planning mechanism which aims for the short and mid-term planning while the long-term planning is covered by the global planning process in line with the ICAO *ATM Operational Concept* and the *Global Air Navigation Plan (ANP)*. Establishing a new group to deal with the long-term planning for a particular region under a Planning and Implementation Regional Group (PIRG) could be a duplication of effort when a mechanism is already in place under APANPIRG.

1.19.1.1.1 Japan, while acknowledging the regional planning process of ICAO, highlighted the need to plan future ATM systems for the region and stated that whether the regional plan was short-term or long-term, it should be developed by a PIRG, i.e. APANPIRG for the Asia and Pacific regions.

1.19.1.2 In discussing DP/1/9 some States expressed the view that there was a need for seamless long-term planning, thus requiring a dedicated body for the long-term planning for the region. However, it was pointed out that further discussion would be needed to develop a better understanding. Malaysia drew the attention of the Conference to adopting a conservative approach as proposed in its IP/1/23.

1.19.1.2.1 The Conference noted that the ATM Operational Concept and the Global ANP provided the global framework, but at the same time, felt that NextGen and SESAR type planning could be useful to the region. The Conference requested ICAO Regional Office to take a leadership role and arrange for further discussion on this matter.

1.19.1.2.2 The ICAO Council President stated that seamless sky is a priority of ICAO and is a mandate of ICAO Assembly. The President stressed on the need for developing specific Terms of Reference to support this concept and establish a starting point. A possible way to proceed is to develop it through ICAO/ICAO ANB/APANPIRG. After that, it will be necessary to find agreements of all States involved and keeping in mind the different considerations like political, economic and operational issues.

### **1.19.2 Security**

1.19.2.1 In discussing DP/1/3, Malaysia supports the Japan & US discussion papers on security of air cargo and recognises the present unacceptable security gaps in cargo security and the fact that air cargo security is often insufficiently understood by many regulators in the Asia Pacific region. Malaysia is trailing the IATA “secure fright” pilot system and endorses the Authorised Economic Operator system adopted by World Customs Organization. Malaysia encourages the development of security standards and recommended practices for supply chain security that can then be used as a platform for greater consistency. Malaysia invites delegates to view the contents of IP/6/16.

1.19.2.2 In discussing DP/1/17, Hong Kong SAR, China recognises and understands the rationale for 100% screening of air cargo and Hong Kong SAR, China is willing to render its cooperation for as far as practicable. In Hong Kong SAR, China, 70% of air cargo is containerised or palletised and therefore the facilitation of screening can be difficult, particularly in relation to perishable seasonal goods where speedy delivery is very important. Hong Kong SAR, China suggests that the implementation of 100% air cargo screening should wait until the appropriate technology is available. Hong Kong SAR, China opined that there are also hurdles in the

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implementation of supply chain security but the problems may be mitigated through harmonization of security standards and uniform application of procedures. In this connection, Hong Kong SAR, China recommends that ICAO & CASP-AP should continue to help Asia Pacific States to achieve such goals but at the same time recognise regional differences. Hong Kong SAR, China considers there needs to be a balance between compliance and practicality of any further amendments to Annex 17 (with the aim of introducing supply chain security as a standard). Hong Kong SAR, China requests delegates to view the contents of IP/1/19 on the experiences of air cargo security in Hong Kong SAR, China.

**1.19.3 Safety**

1.19.3.1 In discussing DP/1/5, both Australia and New Zealand expressed full support and cooperation for the Pacific Aviation Safety Office. While New Zealand was earlier providing direct support through bilateral agreements, recently it has reassigned the working arrangements and offering support through PASO.

**1.20 SUMMATION BY THE MODERATOR**

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

**1.20.1 ATM**

1.20.1.1 With rapid growth in air traffic in the diverse Asia-Pacific region, there is a need for seamless ATM to ensure safe, efficient and sustainable air transport operations and greater airspace capacity in the Asia-Pacific. This calls for further discussion on seamless ATM and harmonization for the Asia-Pacific region.

1.20.1.2 ICAO plays an important leading coordinator role in harmonizing ATM globally and in the Asia-Pacific, with the ICAO Global ATM Operational Concept and Global Air Navigation Plan providing the framework for this.

1.20.1.3 With the cross-border and cross-regional nature of air traffic, international cooperation and harmonization are essential for the development of seamless ATM globally and in the Asia-Pacific Region.

1.20.1.4 NextGen and SESAR provide useful lessons, especially on key elements, for the development of seamless ATM in the Asia-Pacific.

1.20.1.5 One key element is providing a platform for discussing and implementing harmonized ATM standards, procedures and mechanisms for seamless, safe and efficient air transport operations in the Asia-Pacific. The leadership of the ICAO Asia and Pacific Regional Office and the efforts of APANPIRG have progressed ATM harmonization in the Asia-Pacific through the implementation of developed procedures and mature technologies for the short and medium term according to the Regional Air Navigation Plan. The platform to take seamless ATM in the Asia-Pacific forward has to be further discussed, given the array of issues and options raised. APANPIRG could be used as a starting platform.

1.20.1.6 States are encouraged to support and place priority on the ICAO Task Forces and work programmes for the Asia-Pacific. Proposals on specific mechanisms, such as a regional RAIM prediction service, could also be looked into.

1.20.1.7 The development of seamless ATM in the Asia-Pacific should take into account the specific circumstances of States, with consideration to be given on how countries with particular needs could be assisted.

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1.20.2        **Air Cargo Security**

1.20.2.1       Air cargo security is critical. To enhance air cargo security and facilitate international trade, it is important for ICAO and States to:

- Establish internationally harmonized standards, measures and processes in air cargo security;
- Increase cooperation and sharing of information, technologies, programmes and best practices, such as risk-based and performance-based approaches, on air cargo security; and.
- Examine the inclusion of provisions on air cargo security in ICAO Annex 17 with the aim of protecting the entire cargo supply chain.

1.20.2.2       Specific circumstances of States would need to be taken into account.

1.20.3        **Aviation Safety**

1.20.3.1       To ensure a high standard of safety, it is important for States to:

- Ensure that service providers within their jurisdiction effectively implement safety management systems;
- Monitor the safety of foreign aircraft operating into their jurisdictions, including the conduct of ramp inspections; and
- Cooperate in the above efforts, in sharing such safety information, and in examining harmonization.

1.20.3.2       It is noted that assistance is being provided to countries with particular needs, and consideration could be given to how they could be further assisted.

1.20.4        **Conclusion**

1.20.4.1       There is support for “seamless sky” in the Asia-Pacific. This Conference provides a useful start with ATM, air cargo security and aviation safety, and it is important to continue discussions.

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**SPECIAL SESSION – ADOPTION OF JOINT STATEMENT**

The Conference reviewed the draft Joint Statement proposed by JCAB.

The Conference agreed and adopted the finalized Joint Statement placed in **Attachment 5**.

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**AGENDA ITEM 2: REVIEW OF ACTION ITEMS ARISING FROM  
THE 45<sup>th</sup> CONFERENCE**

**Moderator: Mr. Stephen Douglas  
Director of Civil Aviation  
Civil Aviation Authority of New Zealand**

**2.1** Two (2) Discussion Papers were presented under this Agenda Item.

<b>REF.</b>	<b>TITLE</b>	<b>PRESENTED BY</b>
DP/2/1	Responses from Administrations to Action Items Arising from the 45th Conference of Directors General of Civil Aviation, Asia and Pacific Regions	ICAO
DP/2/2	Update on the Asia Pacific Consultative Link	Singapore

**2.2 DP/2/1 REPORT ON RESPONSES TO ACTION ITEMS  
ARISING FROM THE 45<sup>th</sup> CONFERENCE OF THE  
DIRECTORS GENERAL OF CIVIL AVIATION IN  
ASIA AND PACIFIC**

2.2.1 The ICAO Secretariat provided details of the actions taken by various States/Administrations on the Action Items arising from the 45th Conference of DGCA's. The latest updates and developments as provided by the States/Administrations and /or actions taken by ICAO were explained.

2.2.2 The attention of the delegates was drawn to deliberations from the 45th DGCA Conference wherein the Conference requested Directors General to provide to the ICAO Regional Office a summary of the actions taken, within six months of the Conference, and to provide a follow-up report at least two months prior to the next Conference.

2.2.3 The Conference was informed that at the time of finalizing of the paper on 18 September 2009 responses had been received from only nineteen (19) Administrations. This constituted less than fifty percent of the States/Administrations that the Asia /Pacific Office is accredited to. The level of implementation by Administrations was evaluated on the basis of the nineteen replies. (Responses from China, Mongolia and Bangladesh were received after the finalization of the Discussion Paper. Revised responses were also received from New Zealand and Fiji. This information was therefore not reflected in the paper). The Conference was also informed that a review of the responses received over the past six years indicated that hardly fifty percent of the States/Administrations forwarded their responses to the List of Action Items. As such, any analysis would not be a pragmatic representation of the level of implementation at the regional level.

2.2.4 The Administrations that replied, supported the Action Items arising out of the 45th Conference, with most having implemented a majority of the Action Items or indicating plans to do so.

**2.3 DP/2/2 UPDATE ON THE ASIA PACIFIC  
CONSULTATIVE LINK**

2.3.1 The update on Asia Pacific Consultative Link was provided by Singapore. In 2005, the 42nd Conference of the Directors General of Civil Aviation (DGCA) agreed to set up the Asia Pacific Consultative Link (APCL) as a mechanism to promote consensus on key aviation issues and to enhance communication between the DGCAs and the Group of Asia and Pacific States on the Council of ICAO (“Montreal Group”). In January 2009, Singapore took over the role of the Focal Point from Australia, which had served as the APCL’s first focal point since its inception.

2.3.2 Singapore has built on the efforts of Australia in promulgating the use of the APCL as a channel for communication for the Asia and Pacific Member States, and since taking over the role of the Focal Point, has revamped the APCL website. The new website was officially launched on 24 March 2009 ([www.asiapacificconsultativelink.org](http://www.asiapacificconsultativelink.org)) and has several new features. While the APCL has the potential to be developed into a valuable channel of communication for the Asia and Pacific regions, the utilization rate of the APCL is still low.

2.3.3 To enable the APCL to be effective and sustainable as a means of communication for the Asia and Pacific DGCAs, Singapore proposes that the 46<sup>th</sup> DGCA Conference explore ways as highlighted in the paper to promote the utilization of the APCL.

**2.4 DISCUSSIONS ON PAPERS PRESENTED**

**2.4.1 DP/2/1**

2.4.1.1 In discussing DP/2/1 India appreciated the efforts put in by the Regional Office to establish a regional database and requested the Regional Office to coordinate with other regions and agencies that had already established databases. In addition, India urged the States to constructively utilize the APAC database once it is established.

2.4.1.2 On the development of guidance material for harmonized regulations of ADS-B systems on aircraft, the ICAO Secretariat informed the Conference that Action Item 45/3 was covered by the Work Programme of CNS/MET SG and included in the subject / task list of TF & Performance Frame Work.

2.4.1.3 On a query from a delegate on the establishment of a working group to study the establishment of a regional mechanism for dealing collaboratively with accident and incident investigation, the Conference was informed that ICAO Technical Co-operation Bureau (TCB) had submitted a grant application for IFFAS funding for the same and a decision was expected after November 2009. Furthermore, a State letter for the 1<sup>st</sup> Asia Regional Aviation Safety Team – Accident/Incident Reporting Meeting (23-24 November 2009) was issued inviting all States / Administrations in the APAC region to attend and provide appropriate input on the subject.

2.4.1.4 CAA Pakistan informed that it had initiated re-vamping of Civil Aviation Training Institute (CATI), Hyderabad with a view to provide quality training to CAA personnel of Pakistan and other countries. New courses and modern training aids have been acquired to conduct courses on safety, security and aircraft accident investigation, which have recently been added. All the courses have been transformed to STPs (Standardized Training Packages), under TRAINAIR programme. A complete list of courses, addressing all domains of CAA would shortly be displayed on CATI website. Some of the courses would be offered on free tuition fee basis. All participating States were requested to avail Pakistan’s offer to develop their Human Resource.

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2.4.1.5 The ICAO Secretariat wished to be advised if the HOD meeting should be a permanent feature of the Conference. India felt that the HOD meeting was useful and helped the delegates to have a better understanding of the Conference proceedings.

**2.6 SUMMATION BY THE MODERATOR**

2.6.1.1 Two papers were presented under this Agenda Item: DP/2/1 presented by ICAO summarized the responses from Administrations to the action items. Paper DP/2/2 presented by Singapore provided an update on development of the Asia Pacific Consultative Link (APCL).

2.6.1.2 The ICAO Regional Director noted that Directors General are required to provide the Regional Office with a summary of the actions taken within 6 months of the Conference, and to provide a follow-up report at least 2 months prior to the next (this 46th) Conference. Seven (7) responses were received in response to the first request, and 19 (less than 50%) by September 2009. This was a disappointing response and followed a similar trend of recent years.

2.6.1.3 Eleven (11) action items were developed at the 45<sup>th</sup> Conference. In its presentation ICAO summarized the response from States on each of the action items, highlighting the actions taken by ICAO in respect of action items 45/1 (Ramp Inspection checklist and database), 45/3 (ADS-B implementation), 45/4 (Systems approach to safety), and 45/6 (Flags of convenience).

2.6.1.4 In discussion on the action items, and in response to questions from delegates, ICAO provided further information or clarification as required on the actions taken by ICAO highlighted in its presentation on the agenda item.

2.6.1.5 In DP/2/2 Singapore outlined the background of the development of the Asia Pacific Consultative Link (APCL) as a mechanism to provide communication on aviation issues between DGCAs and the Group of Representative on the Council of ICAO from the Asia/Pacific region. Singapore outlined the key initiatives achieved since January 2009 when it took over coordination of the APCL, and described new features available to States in the APCL portal. States were urged to nominate their ACPL Coordinator as soon as possible, where they have not already done so. The Conference was invited to discuss and agree on proposals for the DGCA Conference to develop a schedule of topics for discussion on the ACPL for 2010.

2.6.1.6 Recommendations to this effect in DP/2/2 were accepted by delegates as the basis of an action item for the 46<sup>th</sup> Conference.

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

**Moderator: Mr. John F. McCormick**  
**Directory of Aviation Safety**  
**Civil Aviation Safety Authority, Australia**

**3.1** Ten (10) Discussion Papers were presented under this Agenda Item.

<b>REF.</b>	<b>TITLE</b>	<b>PRESENTED BY</b>
DP/3/1	APANPIRG Activities - Outcomes of APANPIRG/20	ICAO
DP/3/3	Modernization of the Tahiti Area Control Centre, Processing of ADS and Radar Data (The TIARE Project)	France
DP/3/6	Australia's Performance-Based Navigation (PBN) Plan	Australia
DP/3/7	Performance Based Navigation (PBN) Implementation Plan in Nepal	Nepal
DP/3/12	Thailand Performance Based Navigation (PBN) Implementation Progress	Thailand
DP/3/13	Bay of Bengal Cooperative Air Traffic Flow Management System (BOBCAT) Operating Costs and Sustainability Enhancement Mechanism for Regional Cooperative Project	Thailand
DP/3/14	Continuous Descent Arrival (CDA) Trial	Singapore
DP/3/15	The Implementation Plan of Continuous Descent Arrival/Approach in the Republic of Korea	Republic of Korea
DP/3/16	Flight Procedural Programme (FPP)	ICAO
DP/3/17	Continuous Descent Operations (CDO)	ICAO

**3.2 DP/3/1 APANPIRG ACTIVITIES - OUTCOMES OF APANPIRG/20**

3.2.1 This paper was presented by ICAO Secretariat. The Twentieth Meeting of the Asia/Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG/20) was held at the ICAO Asia/Pacific Office, Bangkok, Thailand from 7 to 11 September 2009. The meeting was attended by 111 participants from 25 States and 6 International Organizations. APANPIRG/20 adopted 64 Conclusions and 12 Decisions. The meeting report is available on the APAC office website: [www.bangkok.icao.int](http://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).

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3.2.2 A brief summary of key technical and operational outputs of APANPIRG/ 20 is presented below:

- Developed and adopted eighteen (18) regional performance objectives and associated performance framework forms (PFFs).
- Identified four APAC Metrics as a part of performance monitoring and measurement of air navigation systems and called upon States to collect relevant data for these Metrics and submit to the regional office.
- Adopted an interim strategy for the implementation for the new ICAO Flight Plan format in 2012
- Supported development of a Global Interface Control Document (ICD) for Aeronautical Fixed Telecommunication Network (AFTN) based ATS Inter-facility Data Communications (AIDC).
- Adopted a regional impact statement addressing the RVSM long-term height monitoring requirements (applicable from November 2010) and agreed to ascertain interest from States in hosting monitoring infrastructure.
- Adopted several guidance materials for ATN/AMHS implementation;
- Agreed to form an Air Traffic Flow Management (ATFM) Steering Group to develop a regional ATFM Concept of Operations.
- Adopted the Enroute Monitoring Agency (EMA) Handbook for assessing the safety performance of reduced horizontal separation minima based on PBN navigation performance.
- Urged States to support the ICAO position for World Radio Conference (WRC) 2011.
- Noted the forecasts in respect of passenger and aircraft movements up to the year 2025 for both Transpacific and intra-Asia/Pacific markets were presented.
- Urged States to establish action plans with fixed target dates for resolution of air navigation safety related deficiencies and inform the Regional Office.
- Invited ICAO to address satellite data communications capability issues at the global level.
- States that had not done so were urged to develop their State PBN Implementation Plans and take action to implement WGS-84 and eTOD in their States.
- Invited ICAO to develop guidance on: establishing common implementation rules and technical standards for GNSS reporting and prediction requirements; assigning PBN capability to GPS IFR aircraft without need for recertification; and PBN-specific aspects of en-route safety assessment. APANPIRG/20 also requested ICAO to address the PBN safety assessment training needs in the Region.

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- Adopted Version 1.0 of the Asia/Pacific Regional PBN Implementation Plan and encouraged States develop national PBN Plan and provide status report using the PBN Implementation Progress Report Template adopted by APANPIRG.
- Adopted revised strategy for the provision of navigation services in the Asia/Pacific Region.
- Invited ICAO to review procedures for flight inspection and flight validation and to develop flight validation report templates.
- Urged States intending to implement ADS-B based surveillance service to issue ADS-B authorizations for the interim period 2010-2020 in Non-Radar Areas (NRA) airspace based on recommended standard:
- Endorsed the planning criteria for SSR Mode S II code coordination and assignment for use in the Asia/Pacific Region
- Encouraged States to participate in the Asia/Pacific Flight Procedure Programme.
- ICAO to develop guidance material for flight inspection/validation of ADS-B ground stations
- ISCS Provider State and ICAO will inform States of the developments associated with the cessation of ISCS G2 broadcast (June 2010 or June 2012) used in retrieving WAFS products.
- Invited ICAO to consider developing Annex 3 provisions and guidance material related to the issuance of aerodrome warnings on Tsunami.
- Agreed that the 46th meeting of the DGCA consider the continuation of the Co-operative Agreement for the Enhancement Meteorological Services for Aviation in the South Pacific (CAEMSA-SP) to assist in reducing the MET service gaps identified in Phase I of the project.
- Agreed to continue to consider environmental issues in the planning and implementation of regional air navigation systems.
- In relation to Japan's proposal to position APANPIRG as a new platform to discuss the future ATM system of the Asia and Pacific Regions, recommended that Japan raise the matter at the 46<sup>th</sup> DGCA Conference.

**3.3 DP/3/3 MODERNIZATION OF THE TAHITI AREA  
CONTROL CENTRE, PROCESSING OF ADS AND  
RADAR DATA (THE TIARE PROJECT)**

3.3.1 The paper was presented by a delegate from France. Located on Tahiti Island, the Tahiti Air Control Centre (ACC) delivers air traffic control, flight information and alert services to trans-Pacific flights, international flights departing from or arriving to Tahiti and domestic flights between Faa'a airport and surrounding islands.

3.3.2 In 2005, DSNA, the French Air Navigation Service Provider, decided to replace both previous legacy systems by a new system called TIARE (Traitement des Informations ADS et Radar pour l'Exploitation). TIARE is based on off-the-shelf systems : the Eurocat-X supplied by Thales SA and the ATALIS supplied by Egisavia. It offers handling of flight plans, radar tracks, ADS-C tracks, supervision, configuration, training tools and replay tools.

3.3.3 The AIS component (ATALIS) has been commissioned in October 2008. The secondary radar implanted on Marau mountain has been technically commissioned in November 2008 and the ATM component (EUROCAT) has been fully commissioned in September 2009 including operational use of radar tracks for surveillance purpose. 2010 should then see the introduction of:

- Radar control/ radar separations.
- Reduced oceanic separations.
- Dynamic Airborne Rerouting Procedures.

3.3.4 From 2011 ADS-B will be progressively introduced with firstly an experimentation before the progressive implementation of an ADS-B coverage (to be defined) in French Polynesia as from 2012.

#### **3.4 DP/3/6 AUSTRALIA'S PERFORMANCE-BASED NAVIGATION (PBN) PLAN**

3.4.1 Australia, like many States in the Asia and Pacific Regions, has committed to the implementation of PBN. In doing so, however, it is recognized that in so far as a regional airspace concept is concerned, PBN is not a means to an end and that to arrive at an acceptable (safe) end state, much more work relating to Communication Navigation Surveillance/Air Traffic Management (CNS/ATM) will need to be undertaken. Increased capacity through more accurately defined flight paths and more direct routing, especially across the various regional boundaries, is critical to achieving the necessary safety, efficiency and environmental benefits of PBN. It is important therefore, that continued cooperation across the region is maintained.

3.4.2 In light of this it is important to note that a number of new Global Positioning System (GPS) and regional GNSS systems are becoming operational. The development of these new systems does not mean, however, that the need for augmentation systems will cease to exist. Landing systems, for example, will require Satellite Based Augmentation System (SBAS) or Ground Based Augmentation System (GBAS) augmentation for the foreseeable future in order to achieve necessary performance levels. SBAS and GBAS are, however, limited to the service volume they are capable of providing due to the need for monitoring stations, which is an issue for Australia and potentially other regional States.

3.4.3 Accordingly, in order to maximize the obvious benefits of APVs (Approach Procedures with Vertical Guidance) across the majority of the regional IFR fleet, Australia recommends that the feasibility of establishing a regional SBAS capability be further explored.

#### **3.5 DP/3/7 PERFORMANCE BASED NAVIGATION (PBN) IMPLEMENTATION PLAN IN NEPAL**

3.5.1 In its paper, Nepal states that the Civil Aviation Authority of Nepal (CAAN) has developed a draft PBN implementation plan. Nepal is still dependent on conventional navigational aids for aeronautical navigation. Therefore, in order to reap early benefits of the development of satellite based navigation, CAAN initiated works back in 1998. For WGS-84 implementation, some critical positions of the runway, nav-aids of international as well as all domestic airports

were surveyed and published in the AIP in 1999. With the help of Airways Consulting Ltd. New-Zealand in 1999, the GPS IFR domestic route structure has been prepared and charted for direct routing to some major domestic airports, and the approach charts for six domestic airports have been designed in the standard ICAO format. The CAAN issued airworthiness Directives requiring all aircraft registered in Nepal to be equipped with GPS of TSO C-129 standard by 2001 and also issued Aeronautical Information Circular for the use of GPS as an approved navigation aid in Nepal in 2002. However, airworthiness standards and practices for the installation of GPS receivers in aircraft in accordance with FAA/JAA practices is yet to be specified. Similarly, the certification of flight crew for using GPS is yet to be specified. GNSS (RNAV) design work for TIA and some of the significant domestic airports have been done in 2005 with the help of AirServices Australia, and some of them were also flight validated. There is however a shortage of trained manpower in procedure designing and validation of procedures, especially GNSS. CAAN is therefore planning to train some officers in procedure design and participate in the Flight Procedure Programme (FPP). CAAN has designated PBN focal contact person and formed a PBN implementation Task Force to develop PBN Implementation Plan in line with the PBN concept. The CAAN will implement PBN in Near Term 2010–2012 time frame. Depending on the progress in accomplishment of the proposed near-term plan and emerging ICAO guidelines, medium (2013–2016) and long term (2017–2025) plans shall be formulated.

**3.6 DP/3/12 THAILAND PERFORMANCE BASED  
NAVIGATION (PBN) IMPLEMENTATION  
PROGRESS**

3.6.1 While presenting this paper, the Thailand delegate briefed the Conference on the progress of PBN implementation in Thailand. In June 2009, Thailand National Working Group for PBN & GNSS approved the Thailand PBN Implementation Plan aiming to provide aviation stakeholders with appropriate guidance and timelines. The Plan ensure proper preparation for PBN deployment within Bangkok Flight Information Region (FIR) by all stakeholders. The Plan is aligned with the Asia/Pacific Regional PBN Implementation Plan, recently adopted by ICAO APANPIRG/20. Thailand also presented the implementation outcomes relating to authorization of PBN procedures in several terminal airspaces. Since February 2009, two RNP APCH procedures have been authorized for commercial operations for Phuket International Airport. Four additional RNP APCH approach procedures for Samui and Hat Yai International Airports have also been successfully flight validated and trial operations are expected by the end of 2009.

3.6.2 The paper requests the Conference to note the safety and operational efficiency benefits derived from PBN implementation and urge States and aviation stakeholders to provide sufficient resources and expertise to support ICAO PBN initiatives, both within the State and Regional levels.

**3.7 DP/3/13 BAY OF BENGAL COOPERATIVE AIR TRAFFIC  
FLOW MANAGEMENT SYSTEM (BOBCAT)  
OPERATING COSTS AND SUSTAINABILITY  
ENHANCEMENT MECHANISM FOR REGIONAL  
COOPERATIVE PROJECTS**

3.7.1 This paper presented by Thailand provides a background to the introduction of the BOBCAT ATFM System and details the operating costs being incurred by AEROTHAI for ongoing operation. It also draws a comparison of approximate operating costs of the BOBCAT system to the airlines' annual operating cost saving as well as fuel savings including environmental benefits.

3.7.2 To continue the work required to manage the system as well as the operation of the ATFMU, the paper encourages the Conference to explore suitable option/mechanism to enhance the sustainability of regional programs such as BOBCAT based on cost-recovery. The paper does not seek any reimbursements of costs already incurred on the BOBCAT system.

3.7.3 Asia/Pacific is promised as the fastest growing air transport region. It is foreseen that there may be more Regional Cooperative Projects which could have a role in the future in order to harmonize ATM system regionally.

3.7.4 Presently, the regional cooperative projects are generally setup by a small number of ANSPs in cooperation with other States, ANSPs and/or airlines. Eventually once these projects become operational, the issue of cost recovery may be explored without much success. With current challenges in aviation industry, a committed decision for the close collaboration would complement the most effective method of regional harmonization for Asia/Pacific.

3.7.5 In order to maintain efficiency of these much needed services to the aviation community and to alleviate the potential cost-recovery difficulties, the conference may wish to explore the possibility of setting up a common mechanism to provide financial sustainability to these regional cooperative projects.

### **3.8 DP/3/14 CONTINUOUS DESCENT ARRIVAL (CDA) TRIAL**

3.8.1 The paper was presented by Singapore. Civil Aviation Authority of Singapore (CAAS) and Singapore Airlines (SIA) have collaborated on a CDA trial to study the feasibility of implementing CDA procedures at Changi Airport throughout the day. SIA flights that took part in the trial were selected based on different aircraft types and departure points to allow extensive collection of operational data and measurement of fuel savings. The trial was conducted during moderate to peak traffic periods. Initial data obtained from the trial have shown that implementation of CDA procedures into Changi Airport on a regular/scheduled basis is feasible. Another trial period may be conducted if the analysis of the trial data does not show any conclusive evidence that the operating procedures are robust enough for actual implementation.

### **3.9 DP/3/15 THE IMPLEMENTATION PLAN OF CONTINUOUS DESCENT ARRIVAL / APPROACH IN THE REPUBLIC OF KOREA**

3.9.1 The Republic of Korea implemented CDA at Gimpo International Airport in June 2007 to give a momentum to ATM community on how operational procedures can change efficiency, effectiveness, environmental benefits as well as safety.

3.9.2 In its paper, Republic of Korea stated that the initial assessment showed the remarkable benefits of CDA implementation; that noise level was significantly reduced by a maximum of 10 dBA in some area, fuel efficiency was improved by a maximum of 39.3%, and CO<sub>2</sub> and NO<sub>x</sub> (nitrogen oxide) were remarkably lowered by 39.3% and 54.0% respectively.

3.9.3 Based on the experience learnt from CDA operations at Gimpo International Airport, the Republic of Korea is planning to extend CDA procedures to other airports based on the established National Performance Based Navigation (PBN) Implementation Plan and to also extend the scope of CDA from the Top of Descent (TOD) to the runway in connection with APV method.

3.9.4 However, while preparing CDA trial operations at Gimpo Airport, the Republic of Korea experienced many difficulties. The most significant problem was that there was no guidance

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materials related to CDA operations published by ICAO and the other was training issues. CDA was a new concept at that time, therefore, there were few experts available to instruct on CDA operations to air traffic controllers, aerodrome operators and airlines.

3.9.5 Since it is evident that other States which want to experience the benefits from CDA may have to go through similar difficulties, the Republic of Korea suggests that the Conference request ICAO to expedite the preparation of guidance materials on CDA. The paper also suggests that the leading States and the international organization in CDA procedures help other States which need the assistance in implementing CDA in their airspace to achieve the harmonized development in Asia and Pacific Regions.

**3.10 DP/3/16 ASIA-PACIFIC FLIGHT PROCEDURE PROGRAMME**

3.10.1 ICAO presented a paper on the Flight Procedure Programme. The associated presentation provided the meeting with the latest developments in the establishment of the Asia-Pacific Flight Procedure Programme (FPP). It is anticipated that all preparations will be in place to establish the FPP office in Beijing and begin operations by early 2010.

3.10.2 The most significant new development was a proposal by Australia for an alternative approach to funding the FPP budget. The key elements of the Australia proposal are:

- A “Core group” of APAC States would fund the FPP budget
- The “free” services of the FPP as described in the Programme Document would be available to all States in the region
- Additional services would be on a cost recovery basis
- The FPP Steering Committee would be composed of the funding States and in addition to addressing budget issues would;
  - Develop the work plan in coordination with the FPP Manager
  - Equitably prioritize the work plan, retaining safety matters as a primary consideration.

3.10.3 The Conference was informed that during APANPIRG/20, a side meeting was held of those States interested in participating in the FPP. The response was excellent, with 21 States / Administrations present. The main topic of discussion was an alternative funding mechanism proposed by Australia. Strong support was expressed during the APANPIRG/20 side meeting. A State Letter T 6/3.11.2 – AP134/09 (FS), dated 01 October 2009 to assess the States’ intent to participate as part of the “Core group” of States funding the FPP was sent out. The Conference was informed that to date eight (8) States/Administrations - being Australia, Hong Kong- China, Macau- China, Malaysia, Myanmar, the Republic of Korea, Singapore and Thailand – indicated they would consider being part of the core group envisioned by the Australia funding proposal.

3.10.4 The Conference was reminded of the large amount of resources that has been committed to making the FPP a success over its initial three-year life, from China, the Host State, France, the U.S.A, and Hong Kong, China. The paper proposes the following conclusion to encourage States to take full advantage of the resources that are being provided, to build or improve their own instrument flight procedure capability, increase safety in the region and meet the goals of Assembly Resolution A36-23:

**Conclusion 46/xx – Asia-Pacific Flight Procedure Programme**

That, States are urged to indicate their intention to participate in the Asia-Pacific Flight Procedure Programme by 22 October 2009 in order to build or improve their instrument flight procedure capabilities, meet the PBN implementation goals of A36-23 and enhance flight safety, efficiency and environmental protection in their States and the region.

**3.11 DP/3/17 CONTINUOUS DESCENT OPERATIONS (CDO)**

3.11.1 The paper presented by ICAO recognizes the efficiency and environmental benefits of Continuous Descent Operations that many States have been developing over the years with different techniques, naming conventions, and phraseology. Seeing the need to harmonize these operations, ICAO is developing a Manual that will provide guidance on the development and implementation of Continuous Descent Operations (CDO). The Manual should be available in the Spring of 2010. The Manual will contain guidance material on the airspace design, instrument flight procedures, ATC facilitation and flight techniques necessary to enable Continuous Descent (CD) profiles.

3.11.2 In view of the increasing interest in CDO among operators and States in the Asia and Pacific Regions, the paper proposes the following conclusion be adopted by the Conference:

**Conclusion 46/xx: Implementation of Continuous Descent Operations**

Recognizing the efficiency and environmental benefits of Continuous Descent Operations (CDO), and the need to harmonize these operations in the interest of safety, States are encouraged to include implementation of CDO as part of their PBN implementation plans and to implement CDO in accordance with the ICAO CDO Manual.

**3.12 SUMMATION BY THE MODERATOR**

3.12.1 In discussing DP/3/1 the Conference noted that Japan will be installing 3 Height Monitoring Units. ICAO requested that all States that are furnishing safety monitoring data etc, do so in a timely and accurate manner.

3.12.2 In discussing DP/3/13 the Conference noted that IATA may explore the possibility of providing funding for the expansion of the BOBCAT system into other airspace regions. ICAO expressed its formal appreciation for the efforts of AEROTHAI in the implementation of the BOBCAT system.

3.12.3 The Conference noted the contents of Discussion Papers DP/3/6, DP/3/2 and DP/3/7 on Performance Base Navigation.

3.12.4 In discussing, DP/3/17 the Conference noted that the DP was well received. The availability of the ICAO procedures manual was welcomed. The Conference noted that before an authority could implement CDO, an in-depth safety assessment was essential. Malaysia offered to host a seminar for CDO in Kuala Lumpur after the ICAO manual is available in the spring of 2010.

3.12.5 In discussing DP/3/14 and DP/3/15 the Conference noted that various trials of CDA (now CDO) have been conducted by representative States. Difficulties in the provision of CDO from “Top of Descent” when the Top of Descent lies in another FIR were noted.

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3.12.6 In discussing DP/3/16 Korea offered to provide a Procedure Designer when the workload in the ICAO office demanded an increase in manpower. The Conference noted that various funding models may be available for States to become 'core' members in the Flight Procedure Programme.

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

**Moderator: Mr. Gombosuren Davaa**  
**Director General**  
**Civil Aviation Authority, Mongolia**

**4.1** Four (4) Discussion Papers were presented under this Agenda Item.

<b>REF.</b>	<b>TITLE</b>	<b>PRESENTED BY</b>
DP/4/1	Review of Preparations for WRC - 2011	ICAO
DP/4/4	ADS-B Implementation Over the South China Sea - A Cost Benefit Study for the Initial Phase	CANSO
DP/4/5	Asia Pacific ANSP Conference	CANSO
DP/4/11	Activities on CNS/ATM Development in the Republic of Korea	Republic of Korea

**4.2 DP/4/1 REVIEW OF PREPARATIONS FOR WRC - 2011**

4.2.1 ICAO presented background information about the International Telecommunication Union (ITU) World Radiocommunication Conference (WRC) and informed the Conference of ICAO Position on WRC-2011 Agenda Items of critical interest for civil aviation, which was circulated through an ICAO State letter, dated 30 June 2009. Important Conclusions adopted by APANPIRG and Action Items developed in an earlier DGCA Conference urging the States to provide support to ICAO Position were referred. The paper describes in brief, the outcomes of the second meeting of Asia-Pacific Telecommunity (APT) Conference Preparatory Group for WRC-2011 (APG-2011-2), which was held in Hangzhou, China from 22 to 26 June 2009. Out of 285 participants, who attended the meeting, only eight (8) represented State civil aviation organizations. The Conference was invited to note the low level of participation from State civil aviation organizations and urged to develop an action item to reiterate the importance of aeronautical spectrum protection and the need for larger participation by State civil aviation organizations in all the activities leading to the development of national/regional views on WRC-2011 Agenda Items. The Conference was also informed that a Regional Preparatory Group (RPG) meeting is scheduled from 8 to 9 December 2009 in Bangkok. The paper urges the Administrations to make arrangement for the focal contact points for WRC-2011 designated by Administrations to participate the meeting.

**4.3 DP/4/4 ADS-B IMPLEMENTATION OVER THE SOUTH  
CHINA SEA – A COST BENEFIT STUDY FOR THE  
INITIAL PHASE**

4.3.1 CANSO presented a Cost Benefit Study for the initial phase of ADS-B implementation over the South China Sea. The study shows a strong business case for the project and identifies annual economic savings of over US \$ 4 million and environmental savings of about 10 million pounds of CO<sub>2</sub> emissions arising from reductions in airborne and ground delays. The project involves ADS-B data and VHF communications sharing among the ANSPs of Indonesia, Singapore and Vietnam. CANSO cites the project as an excellent example of regional collaboration in the deployment of new technology.

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**4.4 DP/4/5 ASIA PACIFIC ANSP CONFERENCE**

4.4.1 CANSO presented a paper on its annual Regional ANSP Conference and invited the Directors General as well as the CEOs and Directors of region's ANSPs to participate in the 5<sup>th</sup> ANSP Conference which will be hosted by Aerothai in Hua Hin from 25-27 April 2010. The annual ANSP conference provides a platform for ATM stakeholders to discuss current issues and how these could be addressed through closer regional collaboration. CANSO's paper highlights that as a result of the last ANSP Conference which identified safety and the implementation of SMS as a high priority area, CANSO will be holding a Safety Seminar on 23 -24 November 2009 at the Singapore Aviation Academy. All Safety Directors and Managers of region ANSPs are invited to participate in the seminar.

**4.5 DP/4/11 ACTIVITIES ON CNS/ATM DEVELOPMENT IN  
THE REPUBLIC OF KOREA**

4.5.1 In surveillance, SSR Mode S and ADS-B will be used in heavy traffic areas to enhance surveillance capabilities and to accommodate higher traffic volumes. The Republic of Korea has been working for the establishment of ADS-B and SSR Mode-S in line with the movement to the Global ATM System.

4.5.2 Regarding ADS-B, it is necessary to have more aircraft equipped with ADS-B in order to reduce additional installation of high cost radar systems and to improve aircraft track surveillance capabilities.

4.5.3 Regarding en-route radars, which are mostly operated by the military, complications are expected in cooperation with military in establishing en-route radar SSR Mode S and in the use of radar data. Further, contracting parties are limited to their actions. Therefore it is deemed desirable to resolve this matter through consensus at international conferences.

**4.6 SUMMATION BY THE MODERATOR**

4.6.1 While only four Discussion Papers were submitted under Agenda Item 4 for presentation, the Moderator asked the States to also review the Information Papers as they contained valuable information.

4.6.2 In summarizing the papers presented, the Moderator highlighted the unsatisfactory level of participation of civil aviation Administrations in the Asia Pacific Telecommunity Conference Preparatory Group for World Radiocommunication Conference (WRC-2011) meeting held in Hangzhou, China in June 2009. The Moderator stressed that States should recognize the pivotal importance of protecting the aeronautical frequency spectrum at the WRC-2011. Further, the Moderator urged States to give high priority to ensure support to ICAO's position by implementing APANPIRG Conclusions 19/41 and 20/58 related to identifying a contact person and support for ICAO position respectively.

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**AGENDA ITEM 5: AVIATION SAFETY**

**Moderator: Mr. Shung Man Lo**  
**Director-General of Civil Aviation**  
**Civil Aviation Department of Hong Kong SAR, China**

**5.1** Thirteen (13) Discussion Papers were presented under this Agenda Item. In addition, ICAO made a power point presentation on the ICAO Universal Safety Oversight Audit Programme – Audit Results Update.

5.1.1 The Moderator conducted this session following the paper sequences as suggested by the ICAO Secretariat. Amongst the thirteen discussion papers and ICAO's presentation on the global USOAP status, the Moderator divided the papers into four groups to facilitate floor discussion and provided a summary at the end of each group discussion.

<b>REF.</b>	<b>TITLE</b>	<b>PRESENTED BY</b>
DP/5/1	ICAO SMS/SSP Evolution and Current Status	ICAO
DP/5/3	Recent Highlights and Areas of Concern	ICAO
DP/5/5	Information to Families Related to A Safety Investigation	France, Japan and Singapore
DP/5/8	Participation in the ICAO High Level Safety Conference (March 2010)	Australia
DP/5/11	Language Proficiency Requirements Implementation Challenges: Observation and Assistance	Nepal
DP/5/12	Aircraft Operating Outside State of Registry	United States of America
DP/5/13	Enhancements to IASA Program: Assessment Priority Tool and 120-Day Inactivation of Stale IASA Categories	United States of America
DP/5/15	Airfield Safety in the United States	United States of America
DP/5/16	Managing Wildlife Hazards to Aircraft	United States of America
DP/5/19	International Accident Investigation Forum and APEC Capacity Building Workshop on Accident Investigation	Singapore
DP/5/21	Utilizing Safety Information in Japan	Japan
DP/5/23	ICAO Universal Safety Oversight Audit Programme (USOAP) - The Republic of Korea's Experience	Republic of Korea
DP/5/25	The Challenges of Regulating in an SMS Environment	Canada

**5.2 DP/5/1 ICAO SMS/SSP EVOLUTION AND CURRENT STATUS**

5.2.1 This paper was presented by the ICAO Secretariat. The paper provides a brief summary of the evolution of safety concepts and subsequent implementation of Safety Management Systems (SMS) and State Safety Programmes (SSP). Highlighting that SMS and SSP present singular challenges to the industry as well as to the regulators, the paper also provides a perspective on the challenges and a few implementation issues that must be overcome as the migration process to the SMS/SSP environment is completed.

5.2.2 The ICAO safety management SARPS address three distinct needs which relate to: the requirements regarding the SSP, and an associated acceptable level of safety (ALOS) of the SSP; the requirements regarding SMS, including the safety performance of an SMS; and requirements regarding management accountability. The affected Annexes include Annex 1, 6, 8, 11, 13, and 14.

5.2.3 The paper articulates that an SMS is a management tool for the management of safety by an organization. The ICAO Safety Management SARPS also establish that the SMS shall be accepted by the State. It is a basic premise that Service providers' SMS cannot work in isolation. In order for service providers to be fully successful in the implementation of their SMS programmes, they require an enabler on the part of the State to properly implement their activities. That enabler is the SSP. A critical concept within the SSP is that of the ALOS is an essential ingredient for the effective operation of an SSP.

5.2.4 The paper further discusses that an important basis for all activity related to the management of safety is the collection of safety information. This means that the establishment of databases for analysis in order to effectively carry out SMS/SSP functions is a critical step in the process of implementation. In this context, a very important function of ICAO is the analysis of safety data, including facilitating safety data exchange among its Contracting States. In support of this effort, another important function of ICAO is the development of safety programmes in response to emerging hazards and safety concerns. Currently there are two projects being advanced by ICAO in this regard: the Integrated Safety Data Collection and Analysis System (ISDCAS), and the Comprehensive Runway Safety Programme.

5.2.5 While elaborating on the challenges, the paper states that the implementation of an effective SSP on the part of States will require a concentrated, structured, specific plan in order to be effective. One of those challenges is how States will develop regulations as safety risk controls as opposed to just administrative controls which has been the customary practice. Two key components in ensuring success in the establishment of effective an SSP and SMS, are the requirements to establish an acceptable level of safety (ALOS) at the State level, and of a safety performance at the individual service provider level.

5.2.6 As the complexity of the Safety Management program grew, ICAO recognized the need for the establishment of a dedicated office to manage the integrated approach to safety implementation efforts around the world. The Integrated Safety Management (ISM) Section was established in May 2008. The activities of the ISM Section encompass both, external and internal activities. The establishment of the ISM office on the part of ICAO is proving to be a great enabler in the strategic approach to safety management implementation projects around the world.

5.2.7 The paper urges States that have not already done so, to begin SSP implementation activity at the earliest opportunity in order to comply with ICAO SARPS; and if required, request the ISM office to deliver a basic SSP implementation course for Civil Aviation Authorities' staff.

**5.3 DP/5/3 RECENT HIGHLIGHTS AND AREAS OF CONCERN**

5.3.1 The ICAO Secretariat presented this paper which provides a brief summary of the recent highlights and areas of concern in air traffic management, aerodromes and flight safety.

5.3.2 The Conference is informed that Amendment 1 to the PANS-ATM (15th Edition) was issued to update the ICAO model flight plan form in order to meet the needs of aircraft with advanced capabilities and the evolving requirements of automated air traffic management (ATM) systems, while taking into account compatibility with existing systems, human factors, training, cost and transition aspects. Considering that the transition from the current flight plan form and associated requirements to the new flight plan may present challenges for States and organizations involved in the processing of flight plans, ICAO has developed guidance material to smooth the implementation of the changes.

5.3.3 The Conference is also advised that a Study Group is being convened for the development of a PANS-Aerodromes document. It is envisaged that this document will exist in a complementary manner to Annex 14 while addressing many operational difficulties of the compliance of existing aerodromes to Annex 14. Requirements are being considered to standardize the inter-operational implementation of stop bars, runway guard lights, runway-hold point markings and signage, etc. The requirement for the use of stop bars and runway guard lights in good visibility (RVR > 550m) is being studied. Guidance on the safe and effective implementation of LED technology on the aerodrome is being developed. Consideration is also being given to the concept of a modular approach to the accomplishment of required testing of an aerodrome's emergency plan. The introduction of performance level "C" foams will reduce the overall quantity of fire suppression agent required to provide the same fire suppression capability.

5.3.4 The paper further draws the Conference's attention to the fact that the Multi-Crew Pilot Licence (MPL) is being implemented in several States of the Asia Pacific Region. There are significant differences between training for traditional licences and for MPL. The MPL training is conducted according to an approved training programme and requires careful oversight by the Licensing Authorities. It is competency-based and does not rely on prescriptive flight experience. This implies that the CAA inspectors overseeing an MPL training programme need to be familiar and trained in competency-based training

5.3.5 The ICAO Secretariat is developing an international register of AOCs to facilitate the surveillance of foreign operators, with inputs from regulators and industry. The project development will be in two phases. Phase I consists in the implementation of a database to collect, from the States of the Operator, the AOC and operations specifications content required by Annex 6. This accurate, timely and State-certified data would be available to Contracting States to facilitate surveillance of foreign operators. Phase I funding is being supported by IATA. Deployment is estimated to occur in the first quarter of 2010. Phase II is to take place when stakeholders are using the register on a regular basis. It would entail the definition of an additional data set to provide sufficient data to facilitate international civil aviation operations and their surveillance. Funding for Phase II and long-term maintenance of the register still needs to be identified.

5.3.6 The Conference is apprised that on 3 March 2008, the ICAO Council adopted Amendment 32 to Annex 6, Part I and Amendment 13 to Annex 6, Part III. During the Council discussion, the applicability date for the requirement to follow the standardized AOC layout and associated operations specifications was brought forward to 1 January 2010 from the original proposal of 1 January 2012. ICAO has been advised, however, that many States will be unable to comply by 1 January 2010. This is due to the time required to amend regulations for compliance

and to modify the databases from which the certificate and operations specifications are produced. This generally affects States with large numbers of international operators. As a result, AOC recognition by other States (as supported by Annex 6, Part I, paragraph 4.2.2.1) could be compromised, potentially affecting the regularity of international civil aviation. To mitigate the risk of disruption, the Air Navigation Commission (ANC) will review a proposed solution early in the session and will make its recommendations to the Council. Recommended action by the Secretariat will be that the applicability date of the AOC requirement to conform to the Annex 6 layout, along with its associated operations specifications, be amended to reflect the originally proposed date of 1 January 2012.

5.3.7 The ANC considered the outcome from the ninth meeting of the Operations Panel Working Group of the Whole and completed the preliminary review of the resulting amendment proposals to Annex 6 — Operation of Aircraft and the PANS-ABC. Also reviewed were amendment proposals to the PANS-ATM and PANS-OPS, Volume I arising from the OPSP/6 Meeting. Key elements of the amendment proposals were related to: head-up displays/enhanced vision system (HUD/EVS); electronic flight bags (EFBs); crosswind and tailwind limits; and fuel use. States and international organizations are being consulted on the proposals for which an applicability date of 18 November 2010 is suggested.

5.3.8 The ANC finalized a preliminary review of proposals developed by the second meeting of the Flight Recorder Panel Working Group of the Whole for amendment of Annex 6, Parts I, II and III. Elements of the amendment proposal include: flight data recorders (FDRs) for small aircraft; cockpit voice recorders (CVRs); Class A airborne image recorders (AIRs); combination recorders; upgrading Annex 6 attachments on flight recorders to appendices; flight recorder electronic documentation; and data link recorders. A consultation with States and international organizations will be undertaken and an applicability date of 18 November 2010 is suggested. In addition, States will be asked to complete a separate questionnaire on the subject of Class A airborne image recorders (AIRs).

#### **5.4 DP/5/5 INFORMATION TO FAMILIES RELATED TO A SAFETY INVESTIGATION**

5.4.1 France in this paper articulated that even though air disasters have become relatively rare, they are always heartbreaking occurrences for the innocent victims, attracting worldwide attention. Such tragedies generally happen far away from the residences of the victims and their families - who immediately see the crash site displayed on television, described and commented on in the media, even before the actual investigation into the accident's probable causes has commenced. Those immediately affected by the crash become further victimized - and the wider public's interest remains alerted by the often contradictory speculation how this disaster happened.

5.4.2 A constant steady stream of transparent information is therefore expected and needs to emanate from the competent authorities as the investigation begins and develops - resulting ultimately in a Final Report.

5.4.3 Because of the post disaster complexities, victims come together in Families Associations to better address all issues of common interest. The Associations are important means of liaison with the investigation authorities, assisting them to disseminate more effectively information as it becomes available and also discuss and clear problems.

5.4.4 The paper stresses that although ICAO Guidelines for post crash crisis management have existed for the last nine years - there is a need to implement as well as institutionalize and harmonize uniform practices worldwide regarding the relationship between

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victims and their investigative authorities. In some countries, post crash crisis management is already regulated by laws, ordinances or through voluntary programs maintained by interested parties.

5.4.5 The investigation authorities of France, Japan and Singapore elaborated about their existing programs to inform families along an investigation and about how they issue a Final Report.

**5.5 DP/5/8 PARTICIPATION IN THE ICAO HIGH LEVEL  
SAFETY CONFERENCE (MARCH 2010)**

5.5.1 Presented by Australia, the paper submits the view that the proposed March 2010 ICAO High Level Safety Conference (HLSC) will be a particularly important forum for discussion of aviation safety issues in the lead up to the 2010 ICAO General Assembly.

5.5.2 As noted in the paper, it will be four years since the Directors General of Civil Aviation Conference on a Global Strategy for Aviation Safety (DGCA/06 was held in Montreal in March 2006) and that it is timely that senior aviation representatives meet again to consider the fundamental elements of a safe global aviation system, and how each State can continue to support efforts to improve safety outcomes.

5.5.3 It is clear that ICAO will expect to see concrete action as a result of the Conference. Participating States will need to be committed, well prepared and actively participate in discussions.

5.5.4 Australia invites the Conference to commit to active participation in the Conference and to consider using the Asia Pacific Consultative Link and/or working groups as mechanisms for raising regional safety issues for discussion prior to attending the Conference.

**5.6 DP/5/11 LANGUAGE PROFICIENCY REQUIREMENTS  
IMPLEMENTATION CHALLENGES:  
OBSERVATION AND ASSISTANCE.**

5.6.1 The paper on Language Proficiency Requirements - Implementation Challenges was presented by Nepal. ICAO introduced standards for level 4 language proficiency requirements (LPR) in 2003, twenty-six years after the Tenerife disaster, which is acknowledged to be a powerful activator for ICAO to initiate language enhancement efforts for aviation personnel, particularly air traffic controllers, pilots and aeronautical station operators. ICAO issued Document 9835: Language Proficiency Requirements Implementation in 2004 followed by the "Language Testing Criteria for Global Harmonization" in July 2008.

5.6.2 In response to the ICAO State letter AN 12/44.6-07/68 as mandated by 36th Session of the ICAO Assembly Resolution A36-11, CAAN posted its implementation plan in early 2008, with compliance target of 2009. Process is underway to meet the deadline by 2009, with training and testing to be executed by its own limited trainers and testers.

5.6.3 The International Civil Aviation English Association (ICAEA) is finalizing, in cooperation with ICAO, a set of "Guidelines for Aviation English Training Programmes". It is expected that the State Civil Aviation Authority personnel, pilots, controllers, designers and facilitators will directly benefit from the Guidelines in their efforts to ensure aviation language training efficiency and effectiveness. Nepal, however, does not intend to wait for the publication of the Guidelines and is geared to implement LPR by 2009 with remainders in subsequent periods before 5 Mach 2011. Nepal is faced with two major difficulties with regard to implementation.

These being, lack of supportive documents as well as acute shortage of manpower. Nepal requests that if implementation is to occur smoothly through a reliable, effective, and valid training programme, it is essential for ICAO to make arrangements for providing testing assistance to CAA Nepal in LPR compliance, or as an alternate, assess through COSCAP-SA, the existing training and testing capability with CAAN (availability of linguist/testers, guiding materials, instructor qualifications, among others), and support CAAN in its endeavors to embark on the ELPR compliance as early as possible, preferably by 2009.

**5.7 DP/5/12 AIRCRAFT OPERATING OUTSIDE STATE OF REGISTRY**

5.7.1 This paper was presented by the United States. The FAA receives complaints from other ICAO member States when U.S. registered aircraft operate in another State contrary to the rules of that State and ICAO (SARPS). This topic has been included in many international forums to assist in an understanding of the roles and responsibilities of each State and to emphasize the responsibility of the State in which the operation takes place as well as the need for close communication with the State of the Operator and State of Registry to address any enforcement actions that may be required.

**5.8 DP/5/13 ENHANCEMENTS TO IASA PROGRAM:  
ASSESSMENT PRIORITY TOOL AND 120-DAY  
INACTIVATION OF STALE IASA CATEGORIES**

5.8.1 The United States presented this paper. The paper describes the policy changes currently being made to the FAA's International Aviation Safety Assessment (IASA) program, including:

- a) a change in operating procedures for annual assessment priority using a tool developed under the Analytical Hierarchy Process in place of the previous 24 month validation of prior results; and
- b) an addition to allow for the inactivation of the summary category for those countries without interaction with FAA on regulatory matters for an extended period of time.

5.8.2 The FAA is making these changes to IASA policy to enhance the quality of the information contained on its summary category sheet, which is provided to the public. These changes will be posted in the Federal Register after the on-going legal review has been completed.

**5.9 DP/5/15 AIRFIELD SAFETY IN THE UNITED STATES**

5.9.1 The United States communicated that the biggest safety challenge to aviation is not in the air but on the ground. Improvements in procedures and the introduction of new technology can improve runway safety. This paper discusses how the United States Federal Aviation Administration (FAA) places a high priority on improving airfield safety and how, in partnership with industry, airport operators, and air traffic controllers, it has implemented many changes to reduce the risk of runway incursions.

5.9.2 An aggressive and effective runway safety program has reduced the number of serious runway incursions in the United States by 63 percent from fiscal year (FY) 2000 through FY2008. Through August 2009, all categories of runway incursions were down significantly as compared to the same period in FY 2008. In the first quarter of fiscal year 2009, there were no serious runway incursions – an all time low for a three month period. Through the first nine months of fiscal year 2009, there have been six serious runway incursions. That is a 68 percent

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reduction from the same period in fiscal year 2008. Although this is encouraging, there is still much work to be done.

5.9.3 For many years, the United States has actively invested in programs and technology to address airfield safety. The United States continue to deploy the Airport Surface Detection Equipment, Model X (ASDE-X) while pursuing newer technologies such as Runway Status Lights, Final Approach Runway Occupancy Signal (FAROS), low-cost ground surveillance systems, and Airport Moving Maps. Changes to airport infrastructure and procedures have also been implemented, such as enhanced taxiway markings, improvements to runway safety areas (RSA), and increased training.

**5.10 DP/5/16 MANAGING WILDLIFE HAZARDS TO AIRCRAFT**

5.10.1 This paper was presented by the United States. The paper states that the threat to safety from wildlife strikes is increasing. Many populations of birds commonly involved in strikes have increased markedly in the last few decades. Air traffic and passenger enplanements have also increased substantially since 1980.

5.10.2 Collisions with birds and other wildlife cost the airline industry, and ultimately the flying public, approximately \$US 2,000,000,000 annually. In addition to the economic losses, some collisions have resulted in loss of human life. While some of the collisions have been with smaller aircraft, large commercial aircraft have also been damaged and the potential for a catastrophic crash of a large commercial airliner remains non-trivial. Unfortunately, on January 15, 2009 this occurred when US Airways Flight 1549 suffered multiple Canada Geese strikes in both engines shortly after departing Laguardia Airport in New York. The aircraft was forced to land in the Hudson River. It was only the skill of the pilot, Captain Sullenberger and the flight crew, that all 155 persons on board were able to safely evacuate the aircraft.

5.10.3 Following the bird strike to US Airways Flight 1549, the FAA issued a certification alert encouraging all certificated airports that have not already done so to conduct a Wildlife Hazard Assessment (WHA). A WHA is conducted by a qualified wildlife biologist. It consists of an analysis of the wildlife on and in the vicinity of the airport, and the wildlife attractants in the area. Conducting a WHA is essential for an airport to know the wildlife situation on and around the airport. It is consistent with the tenants of Safety Management Systems (SMS) that require airports to be proactive, identify risk to airport safety, and mitigate those risks to acceptable levels. The WHA is done over a year to consider the wildlife threats in all seasons. The WHA assessment is submitted to the FAA for approval. Based on the results of the wildlife hazard assessment, the airport may have to develop a Wildlife Hazard Management Plan (WHMP). The WHMP describes the actions the airport will take to mitigate the wildlife hazards, the resources required, and the responsible personnel.

**5.11 DP/5/19 INTERNATIONAL ACCIDENT INVESTIGATION FORUM AND APEC CAPACITY BUILDING WORKSHOP ON ACCIDENT INVESTIGATION**

5.11.1 This paper was presented by Singapore. The paper informs that the Air Accident Investigation Bureau of Singapore (AAIB) of the Ministry of Transport is organising the following two events at the Singapore Aviation Academy:

- a) International Accident Investigation (IAI) Forum on 21-23 April 2010
- b) APEC Capacity Building Workshop on Accident Investigation on 19-20 April 2010

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5.11.2 The IAI Forum will bring together in Singapore the world's top investigation officials and experts to discuss on organisational, infrastructural and management issues faced by the government officials who have a responsibility for discharging their countries' investigation obligation under Annex 13 to the Convention on International Civil Aviation. The discussion topics will focus on the latest issues in the field of air accident investigation.

5.11.3 The APEC Capacity Building Workshop aims to raise awareness of the important issues and difficulties in the field of accident investigation. The workshop will focus on investigation management and investigation techniques. The speakers will come from investigation agencies and the industry, within and outside the APEC region to discuss on relevant topics in air accident investigation.

5.11.4 The paper invites the Conference to encourage:

- a) States to participate in the International Accident Investigation Forum to keep themselves abreast of the issues facing the investigation officials and to benefit from the Forum as an excellent platform for safety investigators to network, share ideas and forge cooperation in accident and incident investigation; and
- b) States which are also Members of APEC to attend the APEC Capacity Building Workshop prior to attending the International Accident Investigation Forum so as to derive maximum benefits from a week-long interaction with fellow safety investigation officials and experts

**5.12 DP/5/21 UTILIZING SAFETY INFORMATION IN JAPAN**

5.12.1 In Japan, the new safety information reporting system was introduced by the amendment of the Civil Aeronautics Law in 2006.

5.12.2 Civil Aviation Bureau of Japan (JCAB) collects and analyzes safety information reported by Japanese air carriers, and issues Annual Aviation Safety Report.

5.12.3 In addition, JCAB has been operating the safety information sharing system and encourages each Japanese air carrier to consider and take appropriate proactive actions to prevent reoccurrence of similar troubles by utilizing the safety information of other air carriers.

5.12.4 The paper invites the States to consider the importance of utilizing safety information for the improvement of aviation safety.

**5.13 DP/5/23 ICAO UNIVERSAL SAFETY OVERSIGHT AUDIT  
PROGRAMME (USOAP) – THE REPUBLIC OF  
KOREA'S EXPERIENCE**

5.13.1 ICAO reviewed the Republic of Korea's Aviation safety systems in May 2008. The audit concluded that the aviation safety systems of the Republic of Korea are the best among other Contracting States as of now, with the implementation rate of 98.89%. This paper provides an overview of the Republic of Korea's audit experience and lessons learned for the consideration of States. This paper also suggests the effective tools to assist the Contracting States in line with involvement of ICAO USOAP towards a Continuous Monitoring Approach (CMA) beyond 2010.

5.13.2 In its preparatory work for the audit, the Republic of Korea developed working groups comprising public private agencies so as to enhance the cooperation with all the stakeholders and refine the national legislation as well as working practices for full compliance

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with the ICAO SARPs. An internal assessment by external experts from the COSCAP-NA was conducted to evaluate itself.

5.13.3 During the audit process, the Republic of Korea recognized the importance of continuous management of the safety data. In this connection, it believes that the use of the SARPs Management and Implementation System (SMIS) which was developed by the Republic of Korea could be an effective tool to assist not only the Contracting States but also the ICAO in line with the evolving movement beyond 2010 i.e. CMA.

5.13.4 The paper invites the Conference to note the Republic of Korea's lessons learned during the ICAO USOAP process and encourages ICAO to consider ways to link SMIS and data base system developed by ICAO for the use of Continuous Monitoring Programme (CMP) in order to facilitate the CMA.

**5.14 PRESENTATION – ICAO UNIVERSAL SAFETY OVERSIGHT  
AUDIT PROGRAMME – AUDIT RESULTS UPDATE**

5.14.1 ICAO made a power point presentation on the USOAP Audit Results Update for the APAC region. It was highlighted that as of 16 September 2009, 20 of the 38 States in the APAC region had been audited under the Comprehensive System Approach. The lack of effective implementation of the critical elements of a safety oversight system stood at 40.8% for the APAC region as compared to the global average of 42.4%.

5.14.2 In four of the critical elements, namely: Qualification and Training of Technical Staff; Resolution of Safety Concerns; Procedures and Technical Guidance; and Civil Aviation Systems and Safety Oversight Function the APAC region average registered above 40% . The Conference was informed of the tentative schedule of audits for the remaining APAC States. The Conference's attention was drawn to the fact that quite a few of the audited States were still to submit the completed Compliance Checklists and the State Aviation Activity Questionnaire (SAAQ). In addition many of the States that were yet to be audited had not initiated action on the Compliance Checklist and the SAAQ. The Conference was advised that it was mandatory to submit the pre-audit documents prior to the conduct of the Audit. States in non-compliance were urged to submit their documents at the earliest.

**5.15 DP/5/25 THE CHALLENGES OF REGULATING IN AN  
SMS ENVIRONMENT**

5.15.1 In 1999, Transport Canada Civil Aviation began the process of regulating safety management system (SMS) requirements for all Canadian certificate holders. This journey involved the development of a set of regulatory requirements that apply across the civil aviation spectrum, as well as the production of implementation tools to facilitate the transition to SMS. While the implementation of SMS has required a major shift in the approach organizations take to managing safety, it has also forced them to measure and appropriately enhance their internal safety culture. Similarly, the transition to SMS has necessitated a change to the way Transport Canada conducts its own business and an assessment of where the Regulator is in respect to the development of its own internal safety culture.

5.15.2 The demographic, economic and social challenges facing the Canadian aviation industry and Transport Canada are representative of the situation globally. The Canadian experience, as it relates to SMS, is not unique and there are lessons to be learned for all. To address these requirements and the shifting role of the Regulator in an SMS environment, Transport Canada has developed a new approach to overseeing its certificate holders. Where typical audit programs focus on conformity to a specific standard and focus on a review of the

entire organization, Transport Canada has adopted a systems based approach to oversight that focuses on the effectiveness of the processes used to manage operational risks. The focus is on outputs and outcomes rather than auditing to procedures. Transport Canada's entry point into an organization is at the system rather than the operational level. The theory being that if the systems are healthy and working effectively, the management of the operational areas and compliance level will be equally robust. This approach is well established in other high-risk industries but has not been widely used in regulatory oversight of the civil aviation system.

5.15.3 This paper provides an overview of Transport Canada's approach to SMS and focuses on the use of a systems based approach to regulatory oversight. The SMS assessment tool and methodology is examined as well as the results to date of this approach.

## **5.16 INTERVENTION BY THE PRESIDENT OF THE ICAO COUNCIL**

5.16.1 The President of the ICAO Council made an intervention to clarify the position stated in para 7 [Layout of the Air Operator Certificates (AOC) and Operations Specifications] of DP/5/3.

5.16.2 The lay-out of the AOC has been considered by the Council in the 2<sup>nd</sup> meeting of the current period in September 2009. The decision of the Council is not to amend the date and keep to 1 January 2010. A State letter will however be issued asking States that are not in a condition to implement the Standard by 1 January 2010 to report to ICAO the implementation plan for this issue in order that this be implemented not later than 1 January 2012 and also to request the States not to take action against the State that has not been able to implement this action.

## **5.17 SUMMATION BY THE MODERATOR**

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

### **5.17.1 Group 1 – DP/5/23, ICAO's presentation on the global USOAP update, DP/5/3, DP/5/1**

5.17.1.1 The Moderator thanked the Republic of Korea for sharing with the Conference their experience in preparing for the USOAP audit and the use of the SARPs Management and Implementation System (SMIS) as an effective tool to assist the ICAO Continuous Monitoring Approach (CMA). He commented that the audit process itself is valuable in a way that it provides the opportunities for States/Administrations to review the weakness of their own aviation safety system. Hong Kong, China also took the opportunity to thank the Republic of Korea for sharing their experience during a visit to Korea by their audit preparation team and Hong Kong had also achieved a very encouraging result.

5.17.1.2 ICAO drew the attention of the Conference to one of the critical elements of safety oversight system, i.e. "the qualification and training of technical staff", which was being identified as the weakest element within the Asia Pacific Region. The Moderator echoed the Regional Director of ICAO APAC Office's remarks to urge States to complete the Compliance Checklist (CC) and State Aviation Activity Questionnaire (SAAQ) if they have not already done so.

5.17.1.3 In DP/5/3, ICAO gave a brief summary of some latest safety initiatives introduced in the areas of air traffic management, aerodromes and flight safety. ICAO's initiatives such as implementation of ICAO model flight plan form, development of a PANS-Aerodromes document, introduction of MPL training, harmonization of AOC format and development of AOCs database were touched upon during the presentation. In DP1, ICAO introduced the requirements on SSP to

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further enhance States' responsibility on safety management. To facilitate the migration process to the SSP/SMS environment, ICAO established the Integrated Safety Management Section in May 2008 to manage the SSP/SMS implementation efforts around the world. In supporting the safety programmes, two projects are being pursued by ICAO in this regard, namely the Integrated Safety Data Collection and Analysis System and the Comprehensive Runway Safety Programme. Hong Kong, China fully supported ICAO's initiative and informed the Conference that an Information Paper (IP/5/28) had been submitted providing information on the experience and plans in the implementation of a SSP. They also expressed their willingness to share the experience and implementation plan with other States/Administrations.

**5.17.2 Group 2 – DP/5/25, DP/5/21, DP/5/12, DP/5/13, DP/5/11**

5.17.2.1 In Group 2, Canada, Japan, United States and Nepal had shared with the Conference their experience and challenges they faced in different aspects of safety oversight activities.

5.17.2.2 From Canada's presentation on their approach to SMS, the Conference noted the need of a cultural change on the way both the regulator and the industry conduct their business. The Regional Director of the ICAO APAC Office also re-affirmed the need of change in attitude and culture of all stakeholders concerned. Consideration should be given to allow sufficient time for the industry to migrate to the SMS environment. The Moderator commented that Canada had taken a proactive and practical approach to their implementation of SMS and congratulated their achievement of accomplishing 95% passenger-miles within the SMS regime. On a query from some delegates Canada informed the Conference that Transport Canada SMS documents could be accessed on its website at [www.tc.gc.ca/civilaviation/sms](http://www.tc.gc.ca/civilaviation/sms).

5.17.2.3 On aviation safety, Japan presented how they utilize safety information collecting and sharing system to promote air operators' reporting of safety related occurrences and how the collected information is being shared amongst Japanese air operators.

5.17.2.4 In DP/5/12, FAA gave their views on the responsibility of the State of Registry and the State of Operator on aircraft operation outside State of Registry as well as the need of evidence from the State of Event Occurrence for enforcement actions. Malaysia emphasized the need of a more transparent communication between the State of Registry and Operator and encouraged the sharing of information between FAA and the region. In DP/5/13, FAA informed the Conference on their enhancements of the International Aviation Safety Assessment (IASA) programme by making use of the Analytical Hierarchy Process and change on their inactivation policy of stale IASA categories.

5.17.2.5 Nepal drew the attention of the Conference on the problems they faced, i.e. the shortage of resources and the lack of qualified and competent personnel, to implement the LPR requirements. The Moderator commented that the same resources problem may also be encountered by other civil aviation authorities in the region. How the region can offer assistance to these states will require further thought and perhaps ICAO's Technical Co-operation Programme is a good starting point to address partly these problems. Acknowledging Nepal's concern, ICAO requested Nepal and other States that have not done so to advise ICAO their status of the implementation of LPR through responding to a questionnaire in an ICAO's State Letter AN 12/44.6 – 09/53 dated 17 July 2009 and ICAO APAC State letter T 2/1.5 – AP116/09 (FS) dated 19 August 2009.

**5.17.3            Group 3 – DP/5/19, DP/5/5**

5.17.3.1            Through the two papers presented, the Moderator echoed the need for States/Administrations to have an effective accident investigation system, in addition to a strong regulatory and surveillance system. He also encouraged States/Administrations to participate in the forthcoming International Accident Investigation Forum and the APEC Capacity Building Workshop being hosted by Singapore in April 2010, which will serve as an excellent platform for safety investigators to network, share ideas and forge cooperation in accident and incident investigation.

5.17.3.2            The Moderator also shared the views of BEA, JTSB and AAIB Singapore regarding the importance for States/Administrations to set up their post crash crisis management program, in particular the sharing of information to next-of-kin and surviving passengers in a timely and appropriate manner. On a question raised by Pakistan regarding the leading role between investigation and judiciary authorities in an accident investigation, BEA commented that it really depends on the legislation of individual State and would vary from one State to the other. ICAO drew the attention of the Conference to a State letter AN 6/1.2 – 09/36 dated 28 May 2009 regarding the proposed amendment to Annex 13 to separate judiciary from accident investigation authorities when conducting an investigation.

**5.17.4            Group 4 – DP/5/15, DP/5/16, DP/5/8**

5.17.4.1            The Moderator commented that DP/5/15 had introduced the latest safety threats to aerodrome and ATC environment and how the United States address these threats with the safety management concepts and the latest technology available. Some processes and technologies introduced includes Runway Status Light - a fully automated system that integrates airport lighting equipment with surveillance systems to prevent inadvertent runway incursion, Engineered Materials Arresting System (EMAS) – a new material placed at the runway safety areas to mitigate aircraft overrun situations, etc. DP/5/16 also gave an overview of their regulation on wildlife hazards management at certificated airports.

5.17.4.2            The paper presented by Australia indicated their support for ICAO to convene a High Level Safety Conference (HLSC) in March 2010. To assist States/Administrations from the Asia Pacific Region to attend the Conference with a clear view of the issues to be discussed, Australia, supported by Singapore, suggested using the Asia Pacific Consultative Link or alternatively, the formation of working groups as mechanisms to put forward any regional safety issues for discussion prior to attending the Conference. The Moderator also urged the Directors General and senior members of the States/Administrations in the region to actively participate in the forthcoming HLSC.

5.17.4.3            In summarizing the Agenda Item on Aviation Safety, the Moderator drew the attention of the Conference to the Global Aviation Safety Roadmap developed by ICAO with the inputs from States, industry and international organizations, which provides a common frame of reference for all stakeholders including States, regulators, and aviation services providers. In total, there are twelve focus areas and the Moderator quoted the following four focus areas which are related to States, i.e.:

- i.     Consistent implementation of international Standards
- ii.   Consistent regulatory oversight
- iii.  Effective errors / incident reporting
- iv.  Effective incident and accident investigation

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5.17.4.4        The Moderator pointed out that all the discussion papers and comments made in this session were relevant or related to either one or more of these focus areas. Through the coordinated efforts by States/Administrations, regions and industry, he was confident the level of aviation with the region would be further enhanced on a continuous basis.

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**AGENDA ITEM 6: AVIATION SECURITY**

**Moderator:** Ms. Cindy M. Farkus  
Assistant Administrator  
Transportation Security Administration, United States of America

**6.1** Three (3) Discussion Papers on aviation security were presented under this Agenda Item.

<b>REF.</b>	<b>TITLE</b>	<b>PRESENTED BY</b>
DP/6/6	Human Resource Development Project in Japan	Japan
DP/6/8	Aviation Security Sustainable International Standards Team (ASSIST)	United States of America
DP/6/9	Insider Threat	United States of America

**6.2 DP/6/6 HUMAN RESOURCE DEVELOPMENT PROJECT IN JAPAN**

6.2.1 This paper presented by Japan focuses on the human resource development project in Japan.

6.2.2 The paper stipulates that in order to implement aviation security measures effectively and keep their quality high, appropriate authorities require to establish training and certification system for aviation security personnel, as required by Annex 17.

6.2.3 As such, Japan feels the need to review its training and certification system for human resources, such as screener and inspector. In this fiscal year, which started in April, Japan therefore launched the “Human Resource Development Project” to review its current training and certification system and create an action plan in order to enhance the quality of aviation security. In this project, Japan will try to include many types of “aviation security personnel”, such as screener, aviation security manager and instructor in air carrier, airport authority, regulated agent (e.g. freight forwarder), and inspector/auditor. Japan is planning to improve its training and certification system through this project. On completion of this project, Japan intends to introduce the development of its training and certification system for aviation security. Japan feels that information may be helpful for member States to improve or review their own system.

6.2.4 The paper requests the Conference to note the information in this paper, discuss relevant issues among member States, and cooperate on the project conducted by Japan.

**6.3 DP/6/8 AVIATION SECURITY SUSTAINABLE INTERNATIONAL STANDARDS TEAM (ASSIST)**

6.3.1 The United States presented this paper. The TSA Aviation Security Sustainable International Standards Team (ASSIST) program was implemented in January 2009, and serves as a capacity development initiative to address the needs of partner nations to build sustainable civil aviation security practices and achieve compliance with the International Civil Aviation Organization (ICAO) standards and recommended practices. The primary focus of the ASSIST program is to meet the self-identified aviation security needs of the host government. The ASSIST teams work to raise the baseline of all transportation security practices and infrastructure requirements, provide aviation security training, and advise on overall security assessments.

ASSIST visits have been made to St. Lucia and Liberia, while Georgia, Guatemala, and Palau have been identified as the next countries for ASSIST visits.

#### **6.4 DP/6/9 INSIDER THREAT**

6.4.1 TSA continues to work with international partners to mitigate the threat of insiders who have knowledge and/or access to the aviation network that would allow them to exploit the vulnerabilities with the intent to cause harm. In its paper, the United States highlights that TSA's insider threat mitigation strategy employs background checks, perpetual vetting systematic unpredictability of countermeasures, and robust information security programs to protect and share sensitive information, as appropriate. Additionally, TSA has created the Airport Community Engagement Strategy (ACES) to increase TSA employee and stakeholder awareness of the insider threat risk, encourage reporting of threat information, and foster a culture of security. Ensuring the integrity of the people, processes, and systems that are integral to aviation security increases its ability to identify potential insider threats and engage in proactive mitigation activities. This concept builds on the information paper on layered security that was presented by TSA last year at the 45th Conference of Directors General of Civil Aviation for the Asia and Pacific Regions. At that time, TSA focused on the aviation sector to highlight the many layers of security in place, such as: security checkpoints, intelligence gathering and analysis, checking passenger manifests against watch lists, random canine team searches at airports, unpredictable Visible Intermodal Prevention and Response (VIPR) Team patrols, deployments of federal air marshals, federal flight deck officers, and other security measures both visible and invisible to the public.

#### **6.5 DISCUSSION ON THE PAPERS PRESENTED**

6.5.1 In discussing DP/6/8, Japan stated that it provides technical assistance to developing states in the Asia Pacific region through the Japanese International Cooperation Agency (JICA) program coordination. Japan recognizes there are some areas where Japan and TSA may address common issues. Japan considers there are opportunities for working together with TSA where appropriate.

#### **6.6 SUMMATION BY THE MODERATOR**

6.6.1 In summarizing the session under Agenda Item 6 (Aviation Security), the Moderator hoped the presentations by the United States on insider threat and the aviation security sustainable international standards (ASSIST) program were informative and beneficial. The Moderator recognized the important work undertaken by Japan to comprehensively evaluate their training and certification program (as outlined in DP/6/6) and encourages other countries to work with Japan to exchange information. The Moderator looked forward to hearing the results and recommendations from Japan at the conclusion of the project.

6.6.2 In addition there are a number of Information Papers presented under this Agenda Item which offer excellent insight into best practices and activities undertaken by States to address critical security issues and enhance the global network of air transportation. The Moderator encouraged delegates to review these Information Papers and thanked: the Republic of Indonesia, Japan, Republic of Korea, Macao SAR, China and Hong Kong SAR, China, Malaysia, Myanmar and New Zealand for submitting these important documents.

6.6.3 The Moderator concluded that there is an opportunity for all member states to step forward and engage in this dialogue. Security is at the forefront of everyone's mind as threats to aviation continue to emerge.

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**AGENDA ITEM 7: AIR TRANSPORT**

**Moderator: Dato' Azharuddin Abdul Rahman  
Director General  
Department of Civil Aviation, Malaysia**

**7.1** Three (3) Discussion Papers were presented under this Agenda Item.

<b>REF.</b>	<b>TITLE</b>	<b>PRESENTED BY</b>
DP/7/10	Activities for Environment in Japan	Japan
DP/7/15	Outlook for Low Cost Carriers - Through the Case of the Republic of Korea	Republic of Korea
DP/7/17	Regional Action to Mitigate Aviation's Environmental Impacts	United States of America and Singapore

**7.2 DP/7/10 ACTIVITIES FOR ENVIRONMENT IN JAPAN**

7.2.1 Showing the impact of the aviation sector on environment, Japan emphasized that the influence of such emission should not be underestimated. The paper further states that since aviation is an internationally operating industry, emission is not a problem of any one single country. Rather, it is necessary for all States in the Asia and Pacific regions to tackle this problem while cooperating with each other.

7.2.2 Japan introduced its effort to achieve the more efficient aircraft operation in oceanic area such as Reduced Vertical Separation Minimum (RVSM), User Preferred Route (UPR) and so on. This effort has contributed to improving efficiency and reducing Greenhouse Gas (GHG) emissions. In addition to oceanic area, Japan's paper also highlights their effort to introduce RNAV and Continuous Decent Arrivals (CDA) in order to reduce Greenhouse Gas (GHG) emission.

7.2.3 Japan suggests that member States recognize the importance of sharing information on their efforts regarding environmental issues in ATM/AIS/SAR subgroup meetings.

**7.3 DP/7/15 OUTLOOK FOR LOW COST CARRIER –  
THROUGH THE CASE OF THE REPUBLIC OF  
KOREA**

7.3.1 Republic of Korea presented this paper. Recently, low cost carriers (LCCs) have emerged in the Republic of Korea. Although there is some positive effect from the participation of these new business players, there are also concerns and issues that need to be considered. In addition, in the Asia Pacific region, there are many LCCs being set up but they are not well supported in terms of competition and safety. In its paper, Republic of Korea, therefore, attempts to highlight some issues that need to be considered not only from the Republic of Korea's perspective but suggests that States in the Asia Pacific region should cooperate with each other on the subject of LCCs.

**7.4 DP/7/17 REGIONAL ACTION TO MITIGATE AVIATION'S ENVIRONMENTAL IMPACTS**

7.4.1 The paper was jointly presented by the United States and Singapore. The paper states that ICAO has served as the leading venue for addressing international aviation's environmental impacts, in particular those linked to climate change. The work of the Group on International Aviation and Climate Change (GIACC) and subsequent High Level Meeting in October 2009 underscore the importance of collective action on this matter. Within this context, States of the Asia Pacific Region are already taking action and can do more, including supporting Committee on Aviation Environmental Protection (CAEP) work, accelerating ATM improvements, and exploring possibilities for renewable alternative fuels for aviation. The realigned focus of the Asian Development Bank presents significant opportunities for assistance.

7.4.2 As the lead agency in United Nations in all matters involving international civil aviation, ICAO is best positioned to address international aviation environmental issues. At the 45<sup>th</sup> Conference of Directors General of Civil Aviation, Asia and Pacific Regions, the Conference affirmed ICAO's leadership to address aviation emissions, stressing that ICAO provides the leading venue for addressing international aviation environmental issues meaningfully, including setting standards and recommending global goals. Furthermore, the paper encourages Asia Pacific States to take steps now and accelerate current efforts to cooperate to implement the GIACC Programme of Action. The paper suggests that States could identify sources of financing for such efforts and for the development and deployment of sustainable alternative fuels, including working with the Asian Development Bank. In addition, States could participate, within the ICAO context, in global efforts to explore further options beyond the GIACC Programme of Action, with a view to consideration of such options at the ICAO Assembly in 2010.

**7.5 SUMMATION BY THE MODERATOR**

Three Discussion Papers were presented under this Agenda Item, two on environment and one on low cost carrier (LCC).

The Moderator divided the summation into two (2) sections, namely environment and LCC.

**7.5.1 Environment**

**7.5.1.1 DP/7/10**

7.5.1.1.1 In mitigating environmental impact efforts, Japan has contributed not only in improving efficiency but also in reducing Greenhouse Gas Emissions.

7.5.1.1.2 The introduction of RVSM, lateral / longitudinal separation, User Preferred Route (UPR), Continuous Descent Arrivals are some of the initiatives taken by Japan in reducing CO<sub>2</sub>

7.5.1.1.3 As the efforts mentioned above have proven to be effective in mitigating environmental impact, the Moderator proposed that all States emulate Japan's efforts.

**7.5.1.2 DP/7/17**

7.5.1.2.1 A very interesting Discussion Paper which addresses the impact of climate change in aviation. The DP calls for States in the Asia/Pacific region to work together with CAEP which will undertake the key parts of the work.

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7.5.1.2.2 A number of initiatives have already been taken with measureable results e.g. BOBCAT – Bay of Bengal, ASPIRE – Asia + South Pacific.

7.5.1.2.3 The call for deployment of sustainable alternative fuel for aviation needs further exploration by all States. Tests undertaken by Japan Airlines, Air New Zealand and Qantas has shown that renewable fuels for aviation are on the horizon. The Moderator also called upon the manufacturers of engines/power plants to design, produce and certify engines using this renewable fuel.

7.5.1.2.4 The Asian Development Bank (ADB) recently established a long term strategic framework in financial support for environmentally sustainable development.

7.5.1.2.5 The Conference urged other financial institutions to come forward in assisting efforts to mitigate aviation environmental impact initiatives.

7.5.1.2.6 The Moderator concluded that all States (with the leadership of ICAO) participate in the global effort to explore further options in mitigating environmental impacts caused by aviation.

**7.6 SPECIAL ADDRESS BY PRESIDENT OF THE COUNCIL OF ICAO**

7.6.1 The President informed the Conference that a High-Level meeting on International Civil Aviation Climate Change was held in Montreal on 7-9 October 2009. The meeting had good results if one were to consider the complications of the issue. The Declaration affirms the commitment of the member States to address aviation emissions that contribute to climate change by working through ICAO. The Declaration has two Out-comes from the meeting and 15 Recommendations. Both the Declaration and Recommendations will be considered by the Council in November 2009 and the Council will take decision for the presentation of the position of the International Civil Aviation Community. The Declaration and Recommendations reflects the view of the Contracting States and the industry. Another important conclusion of the Conference is related to developing fuels and standards for CO<sub>2</sub>. The President advised the Conference that the News Release to that effect has been issued by ICAO and is available on the ICAO website.

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**AGENDA ITEM 8: TECHNICAL AND REGIONAL COOPERATION**

**Moderator:** **Dr. Nasim Zaidi**  
**Director General of Civil Aviation**  
**Directorate General of Civil Aviation**  
**India**

**8.1** Two (2) Discussion Papers were presented under this Agenda Item. China informed that it would not be presenting its DP/8/7.

<b>REF.</b>	<b>TITLE</b>	<b>PRESENTED BY</b>
DP/8/2	ICAO Regional Programmes in the Asia and Pacific Regions	ICAO
DP/8/3	Development of National Civil Aviation Personnel through ICAO Developing Countries Training Programme	ICAO
DP/8/7	CAAC-ICAO Fellowship Training Programme for Developing Countries	People's Republic of China

**8.2 DP/8/2 ICAO REGIONAL PROGRAMMES IN THE ASIA AND PACIFIC REGIONS**

8.2.1 The Technical Co-operation Bureau (TCB) of ICAO operates five regional / sub regional Programmes in Asia/Pacific to maintain and continuously improve the safety, security and sustainability of aviation. While the Cooperative Aviation Security Programme for Asia and the Pacific (CASP-AP) is dedicated to aviation security, the Cooperative arrangement for the prevention of spread of communicable disease through air travel (CAPSCA) is an aviation medicine initiative aiming to ensure the sustainability of aviation operations. Finally, there are three active Cooperative Development of Operational Safety and Continuing Airworthiness Programmes (COSCAPs) in the Asia and Pacific Regions which are safety-related. This paper describes the latest developments in these 5 technical cooperation programmes.

8.2.2 The programmes have common features such as being regional cooperative ventures involving neighbouring States and Administrations, administered by ICAO under the leadership of a Steering Committee. Funding is primarily from Members, with contributions in cash and in kind from various participating Donors and partners.

**8.2.3 CASP**

8.2.3.1 The ICAO Assembly called upon Contracting States to substantially enhance cooperation and coordination amongst them in order to improve implementation of existing Standards and Recommended Practices (SARPS) and Procedures relating to aviation security. The CASP programme has completed Phase I (April 2005 to July 2009) and commenced Phase II (August 2009 to July 2014). The Programme is open to all States and Administrations in the Asia/Pacific Region, and twenty four States/Administrations have joined.

8.2.3.2 The global objectives of the Programme can be summarized as enhancing the security and efficiency of civil aviation in the Asia/Pacific Region through the adoption and harmonization of aviation security legislation and regulations and the enhancement of Members' security oversight capabilities in conformity with Annex 17, the security-related provisions of Annex 9 and the guidance material contained in the Security Manual, ICAO Doc 8973. Statistics derived from audit recommendations following the initial Universal Security Audit Programme (USAP) audit and then the follow-up visit show a significant level of improvement in Annex 17 compliance in the Asia Pacific region and these encouraging results are applicable for the most part to CASP-AP Member States and Administrations which have received assistance from the programme

8.2.3.3 There is a need for the continuous update of national civil aviation security programmes and the introduction of new programmes to meet the needs and obligations of Annex 17 and Annex 9, and many States and Administration require further assistance to effectively address the programme needs. Furthermore, with the USAP audit focus on oversight, the training of AVSEC Inspectors and the introduction of Quality Control Procedures have also become important aspects of CASP-AP's functions, and the regional approach using harmonized programme and training models appears to be the most effective method of achieving CASP-AP compliance goals.

#### 8.2.4 **CAPSCA**

8.2.4.1 The aim of the project is to reduce the risk of spreading influenza that has pandemic potential, and similar communicable diseases, by air travelers. This is achieved through cooperative arrangements between the Participating States/Administrations and airports, initially involving the adoption and application of ICAO Guidelines for preventing the spread of communicable diseases at major international airports, as well as the World Health Organization International Health Regulations (2005). Experience has shown that collaboration between all stakeholders, especially between the public health and aviation sectors, is essential in developing an effective preparedness plan for aviation. The project includes a review of States/Administration, airport and airline preparedness plans to ensure that harmonized and relevant policies, training and communication procedures are in place. To date 12 States and Administrations in the Asia-Pacific have approved the CAPSCA project, with other States expressing interest. CAPSCA has also been extended to Africa and the Americas, using the Asia Pacific Model, and it is hoped to include the other two ICAO regions, Europe and the Middle East, when resources permit.

#### 8.2.5 **COSCAP**

8.2.5.1 The COSCAP programme is a forum for promoting continuing dialogue, coordination, and cooperation in matters related to aviation safety among the participating Civil Aviation Administrations, and creating an environment for harmonization, standardization and advancement in safety oversight policies, procedures and regulations. It also provides an efficient and cost-effective method for the conduct of certification and continued surveillance of air operators and for the training of a large number of safety oversight personnel. In addition, it enables Member States to be effective in promoting accident prevention through the establishment of Regional Aviation Safety Teams (RAST).

8.2.5.2 First established in South Asia in 1998, further programmes have been launched: COSCAP-South East Asia in 2001, COSCAP-North Asia in 2003, and, globally, other COSCAP type programmes have been established with a total of 10 COSCAP type programmes located in five ICAO Regions. The COSCAP programmes have had considerable success in improving States safety oversight capabilities in a cost effective manner. COSCAP experts prepare and

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provide the training, supplemented by Donors as necessary, as well as guidance material for use by Member States.

8.2.5.3 In addition to providing support for Member's oversight programmes, COSCAP staff may supplement National Inspectors and at the same time provide on-the-job training. The COSCAP programmes have assigned a high priority to assisting Member Administrations with preparations for the USOAP audits, the development of Corrective Action Plans after the audits and rectification of audit findings, as required.

8.2.5.4 A key activity of the COSCAPs are their Regional Aviation Safety Teams (RAST), attended by Member State CAAs, air operators, air traffic management staff, ICAO, FAA, EASA, Airbus, Boeing, Bombardier, and the Association of Asia Pacific Airlines (AAPA). Approximately 95% of RAST efforts have been focused on the review of the outputs from the FAA Commercial Aviation Safety Team. To date 40 of the CAST's identified 74 safety enhancements have been adopted for use in the Asian region, which will contribute to a 63% reduction in the risk of fatal accidents. Approximately 80 % of the COSCAP actions and 60% of member action have been implemented.

**8.3 DP/8/3 DEVELOPMENT OF NATIONAL CIVIL AVIATION PERSONNEL THROUGH ICAO DEVELOPING COUNTRIES TRAINING PROGRAMMES**

8.3.1 The Technical Co-operation Bureau (TCB) of the International Civil Aviation Organization (ICAO), through the Field Operations Section of Asia and Pacific (FAP) has been awarding fellowships under the so-called ICAO Developing Countries Training Programme to a large number of developing States world wide. Under the framework of Memoranda of Understanding signed by ICAO with the participating States, the provision of training is funded by the Host States while ICAO prepares for and administers fellowships in terms of information dissemination via ICAO State Letter, fellowship awards, and other necessary coordination. It is highly encouraging that the personnel of a large number of civil aviation administrations world wide take advantage of these training programmes/facilities and that a growing number of Host States considers offering such programmes through the Technical Cooperation Bureau of ICAO. Additional States are encouraged to consider hosting such ICAO fellowships, possibly utilizing their State's Official Development Aid resources, to the benefit of the Host State and the recipient State alike.

**8.4 DP/8/7 CAAC-ICAO FELLOWSHIP TRAINING PROGRAMME FOR DEVELOPING COUNTRIES**

8.4.1 Civil Aviation Administration of China (CAAC), recognizing that the safety and balanced development of international civil aviation is achieved through continuous training for aviation personnel, as well as the importance of specialized support and cooperation for international civil aviation training, signed the *Memorandum of Understanding on Training Programs for Aviation Personnel from Developing Countries* with ICAO on 8 May, 2007. According to the Memorandum, CAAC hosted two fellowship training courses, i.e., *Air Transport Operation Supervisor Workshop and Radar Approach Control Course* from February 24 to March 24, 2009. Twenty nine (29) trainees from twenty (20) developing countries attended the training courses.

8.4.2 The Air Transport Operation Supervisor Workshop is intended to prepare the trainees to understand the working mode and measures of ICAO and CAAC flight standards and operational oversight system, and help trainees obtain basic experience in implementing

operational oversight in various civil aviation organizations (including airlines and airports). The Radar Approach Control course aims to provide the radar approach control theories and practical skills in radar procedures and techniques which will enable participants, after a suitable period of on-job training, to reach the required level of expertise for successful completion of an Approach Control Radar Rating.

8.4.3 CAAC provides training and course fees, meal and accommodation, daily subsistence allowance (set by the Ministry of Treasury of People's Republic of China), transportation service between Airport and hotel, and airfare for the routes where air transport service is not provided by national air carriers of the participating countries.

8.4.4 CAAC has provided training programs in the civil aviation field to developing countries since 2005. CAAC will upgrade the training programs in cooperation with ICAO to provide more practical support to developing countries in their enhancement of aviation capabilities and to contribute to further development of international civil aviation. CAAC looks forward to active participation from ICAO Member States in the Asia and Pacific region in the training program.

## **8.5 SUMMATION BY THE MODERATOR**

8.5.1 The Conference noted the enormous benefits that will be available to States to fulfil their national and international obligations relating to safety, security and efficiency in aviation through regional cooperation and noted with appreciation the magnanimous work performed by the ICAO Technical Corporation Bureau in coordination with the States in the region.

8.5.2 The 'Cooperative Aviation Security Programme (CASP)' has been established to help Member States in the effective implementation and enforcement of the provisions in a number of security related International Conventions and ICAO SARPS. It also aims at creating a regional structure for enhanced cooperation and coordination in aviation security matters and for training of aviation security personnel, which is of a great necessity for the consistent and effective application of the security requirements. The Conference noted that 24 Member States have already joined the programme and encouraged the other States to consider joining the Programme in view of the ensuing benefits of being Members.

8.5.3 The Conference observed the steadfast assistance that is available to the States in the Region through the 'Cooperative Arrangement for Preventing the Spread of Communicable Disease through Air Travel' (CAPSCA) which commenced in September 2006 to mitigate the risk of spreading communicable diseases through air travel that has endemic potential. The Conference, whilst noting with appreciation that 12 States have already joined this Project, requested other States to examine the possibility of joining the Project at the earliest in view of the necessity of having efficient means for mitigating potential risks associated with communicable diseases and accompanying disastrous consequences on air travel, and the country's economy as a whole.

8.5.4 The Conference focused its attention to the numerous benefits achieved by the majority of States in the Asia Pacific Region through the 'Cooperative Development of Operational Safety and Continuing Airworthiness Programme (COSCAP)' in fulfilling their obligations for safety oversight. The region has three COSCAPs viz. COSCAP-North Asia, COSCAP-South East Asia and COSCAP-South Asia which are at varying degree of maturity. Over the past few years, the COSCAP Programmes have proven to be successful in providing direct assistance and strengthen their heads to Member States in respect of six out of eight Critical Areas (viz. CE-01, CE-02, CE-04, CE-05, CE-06 and CE-07) which ICAO identifies to be vital for

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an effective State' Safety Oversight Regime. It is a significant achievement of COSCAP for having been able to establish separate Regional Aviation Safety Teams (RAST) in respective of their sub-regions as well as one joint Safety Team called Asia Regional Aviation Safety Team (ARAST) for the whole region in combination. The Conference appreciated the role played by ARAST in the consistent implementation of Safety Enhancements recommendations originated by the Commercial Aviation Safety Team (CAST) -USA and also the initiative taken for implementation of the 'Global Aviation Safety Roadmap/Plan (GASR/GASP)' in partnership with the States and industry. The Conference noted that COSCAP is a cost effective, flexible and dynamic mechanism for the Member States to pool resources for the consistent improvement of aviation safety on a regional footing and hence requested the Contracting States, International Organizations and agencies involved in aviation and donor community to continue extending their fullest support and cooperation to COSCAPs.

8.5.5           The Conference also appreciated the arrangements made by the Republic of China to provide training opportunities to Developing Countries through ICAO fellowship training programme in the field of Air Transport Operation Oversight and Air Traffic Radar Approach Control and requested qualifying States to make use of such opportunities to train their national staff.

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**AGENDA ITEM 9: OTHER BUSINESS**

**Moderator: Mr. Parakrama Dissanayake**  
**Acting Director-General of Civil Aviation and**  
**Chief Executive Officer**  
**Civil Aviation Authority, Sri Lanka**

**9.1** Five (5) Discussion Papers were presented under this Agenda Item.

<b>REF.</b>	<b>TITLE</b>	<b>PRESENTED BY</b>
DP/9a/1	Possible Theme Topic for the 47th Conference of Directors General of Civil Aviation, Asia and Pacific Regions	ICAO
DP/9a/2	Proposal on the Theme Topic for the 47th Conference of Directors General of Civil Aviation, Asia and Pacific Regions	Macao SAR, China
DP/9b/1	List of Action Items Arising from the 46th Conference	ICAO
DP/9c/1	Schedule of Meetings/ Seminars/ Workshops to be Convened in 2010 by the ICAO Asia and Pacific Office	ICAO
DP/9c/2	Schedule of Conferences of DGCAs in the Foreseeable Future	ICAO

*a) Theme Topic for the 47<sup>th</sup> Conference of DGCAs*

**9.2 DP/9a/1 POSSIBLE THEME TOPIC FOR THE 47<sup>th</sup> CONFERENCE OF DIRECTORS GENERAL OF CIVIL AVIATION ASIA AND PACIFIC REGIONS**

9.2.1 The ICAO Secretariat in presenting the paper, informed that it has become a practice in recent years to select a theme topic for the next Conference of DGCAs, in order to allow adequate time for the invitees to prepare papers for deliberation. It has also 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 should 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 Conference of DGCAs, a list of previous Theme Topics discussed at previous Conference was provided.

**9.3 DP/9a/2 PROPOSAL ON THE THEME TOPIC FOR THE 47<sup>th</sup> CONFERENCE OF DIRECTORS GENERAL OF CIVIL AVIATION, ASIA AND PACIFIC REGIONS**

9.3.1 Macao SAR, China submitted a proposal for consideration by the Conference of DGCAs on the theme topic for the 47<sup>th</sup> Conference of DGCAs. The paper highlights the fact that the aviation industry was no exception to the global economic crisis of September 2008.

9.3.2 In addition to the continued efforts in enhancing safety, the paper also dwells upon the other factors affecting the economic recovery and the developments in the aviation industry, which include inter alia factors such as the oil price, the impact of aviation on the environment, the concerns with spread of communicable disease by air, the concern with security threats and the congestion at the airports and in the airspace, etc.

9.3.3 Despite its adverse impact, the crisis also presents opportunities. The application of new technologies in aviation is speeding up, for example the use of biofuel to tackle the high oil price and the impact of aviation on the environment; the development of the Performance-Based Navigation (PBN) to reduce traffic congestion; fuel consumptions; aircraft noise pollution; increased reliability and all weather operations and so on. A stronger security net needs to be built to counter these impediments.

9.3.4 As most studies indicate that the global economy will start to recover in 2010, further liberalization of the aviation market is required to capture the growth of the world economy which will be driven by the emerging economies.

9.3.5 Stressing upon the need to be ready to capitalize on the opportunities brought by these changes the paper also highlights the need to work together for enhanced development of the aviation industry. To achieve this, cooperation and partnership are essential in finding new ways that would be more pertinent and successful in coping with the future global needs in order to face the challenges ahead.

9.3.6 Macao SAR, China proposed for adopting the following theme topic for the 47<sup>th</sup> Conference of DGCAs, which will be held in Macao SAR, China in October 2010.

**“Through the Turbulence, Working Together for the Recovery and  
Enhanced Development of Aviation”**

**9.4 DISCUSSION AND SUMMATION ON PAPERS PRESENTED**

9.4.1 In discussing DP/9a/2 the Conference notes that the Conference of DGCAs focuses on a theme topic of crucial importance to the Directors General and the region. Considering that fact, the host of the next Conference has proposed a timely and relevant Theme Topic for the 47th Conference.

9.4.2 The Conference also notes that the global economic crisis which hit the globe in 2008 also affected the aviation industry. The region is working hard to effect a recovery from the crisis. Any recovery process will need to consider safe and orderly development of the industry as fundamental.

9.4.3 The Asia/Pacific region needs to work together for the enhanced development of the industry. Cooperation and partnership are essential factors in finding new ways to be successful in coping with the global and regional needs in order to face the challenges ahead.

9.4.4 Keeping this in mind the Conference adopted the following Theme Topic for the 47th Conference of DGCAs: “Through the Turbulence, Working together for the Recovery and Enhanced Development of Aviation”.

9.4.5 The Conference requested ICAO Asia and Pacific Office to further refine the theme topic, in consultation with the host State, and consider the recommendations from India to address/include issues like further liberalization; improvement in market access; emerging

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economies; decline in air transport; effect of financial crisis on aviation safety; factors external and internal to States like fuel price and States' economic regulations.

*b) Endorsement of Action Items arising from the Present Conference*

**9.5 DP/9b/1 LIST OF ACTION ITEMS ARISING FROM THE 46<sup>th</sup> CONFERENCE**

9.5.1 The ICAO Secretariat presented a *List of Action Items* arising from the deliberation during the Conference. The Conference reviewed each Agenda Item and, after some discussions endorsed 12 Action Items of the 46<sup>th</sup> Conference. The *List of Action Items* is attached as **Appendix A** to this Report

9.5.2 In summing up the discussion on Agenda Item 9b the Moderator requested the States / Administrations to act upon the agreed Action Items and provide ICAO Asia and 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.

*c) Any Other Matters*

**9.6 DP/9c/1 SCHEDULE OF MEETINGS / SEMINARS / WORKSHOPS TO BE CONVENED IN 2010 BY THE ICAO ASIA AND PACIFIC OFFICE**

9.6.1 The ICAO Secretariat presented a tentative schedule of meetings, seminars and workshops planned to be convened in 2010 by the ICAO Regional Office for the Asia and Pacific regions. The information is presented to States and International Organizations for advance planning/budgetary purposes only and may be subject to change. A formal letter of invitation will normally be issued at least 2 months prior to each event. Other special co-ordination and task force/working group meetings will also be convened during the year 2010, as necessary.

**9.7 DP/9c/2 SCHEDULE OF CONFERENCES OF DGCA'S IN THE FORESEEABLE FUTURE**

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

47 <sup>th</sup> Conference in Macao SAR, China	25 – 29 October 2010
48 <sup>th</sup> Conference in New Caledonia, France	2011
49 <sup>th</sup> Conference in Maldives	2012 (to be confirmed)
50 <sup>th</sup> Conference in Thailand	2013
51 <sup>st</sup> Conference in Hong Kong SAR, China	2014
52 <sup>nd</sup> Conference in Pakistan	2015

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

**9.8 DISCUSSION AND SUMMATION ON PAPERS PRESENTED  
DP/9c/1 AND DP/9c/2**

9.8.1 The Conference took note of the meetings/seminars and workshops to be conducted during 2010. These programmes have been very effective and productive. They have helped the individual States and the region immensely. The schedule for next year reflects continuation of efforts by the Regional Office. India offered to host either the Aerodrome Certification course or the Wildlife Hazard Control and Management workshop at a date mutually convenient.

9.8.2 PASO requested that its meetings schedule should also be reflected in the Asia and Pacific Office meeting/training calendar.

9.8.3 The Regional Director requested States to forward their requirement of technical assistance so that the Regional Office missions may be planned accordingly.

9.8.4 Singapore requested ICAO to kindly provide a briefing/update on environmental issues at every DGCA Conference.

9.8.5 JCAB proposed the unification of Agenda Item 3 "Air Navigation Planning and Implementation" and Agenda Item 4 "CNS/ATM Implementation Activities" into one new Agenda Item 3 "CNS/ATM Planning and Implementation" in order to streamline the current two Agenda Items which have been causing confusion.

9.8.6 Japan proposed to create new Agenda Item 4 related to "Seamless Sky in ATM" so as to follow the discussion of the Theme Topic of 46<sup>th</sup> DGCA Conference "Seamless Sky: Bringing Together the Asia/Pacific Regions".

9.8.7 Noting that the Theme Topic for the 47<sup>th</sup> Conference "Through the Turbulence, Working together for the Recovery and Enhanced Development of Aviation" which will deal with Aviation Industry issues, was endorsed, JCAB proposed that Agenda Item 7 of the next Conference should be set as "Environmental Issues" in order to focus on the environmental aspects of aviation sector.

9.8.8 JCAB proposed that at every Conference, taking into account the Theme Topic adopted for the next Conference, the formation of Agenda Items should be considered in order to make discussion of the next Conference more efficient and effective without duplication of Agendas and Topics.

9.8.9 While agreeing with most of the proposals by Japan, India however suggested that Agenda Item on Air Transport should not be removed as next year ICAO is holding a major conference on Air Transport and the removal of the Air Transport Agenda Item from the Conference of DGCA's would be a negation of ICAO priorities.

9.8.10 Singapore supported most of the proposals put forward by Japan. However, on Agenda Item 7 (Air Transport), to Japan's proposal of renaming it as "Environmental Issues", Singapore suggested that the Conference consider "Aviation and Environment" instead.

9.8.11 Hong Kong SAR, China supported Singapore's proposal.

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9.8.12 Malaysia supported Singapore's suggestion and endorsed the proposals from India. In addition, Malaysia suggested that at the forthcoming High Level Safety Meeting in March 2010 a mini meeting of the DGCA's be held to discuss issues as part of the Asia Pacific Consultative Link (APCL).

9.8.13 India while supporting Malaysia's proposal for an APCL meeting also suggested that the Chairperson(s) for the 46<sup>th</sup> and 47<sup>th</sup> DGCA's Conference should liaise with the Montreal Group to take up with ICAO HQ specific Action Items.

9.8.14 While agreeing with Japan's proposal to re-name Agenda Item 7, the Secretariat however felt that "Aviation and Environment" would be more appropriate as it would give a broader scope to States to submit papers.

9.8.15 Requesting the Chair's permission to re-open discussion on Agenda Item 9b/1, India suggested that as there was a general consensus on the Action Items, these should be brought to the attention of the ICAO Council. India requested the APAC Regional Office to identify specific issues for ICAO action and suggested that the following be also included: timely publication of the CDO Manual; APAC concerns on Annex 17; delay in issuing the ICAO Testing Guidelines on Language Proficiency Requirements; and that several States in the APAC region were in need of technical assistance.

9.8.16 The Regional Director informed the Conference that as a matter of policy, the List of Action Items and specific issues were brought to the attention of ICAO Headquarters after every Conference. He reiterated that States should forward their specific needs to the Regional Office to facilitate planning of assistance that may be provided.

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**CLOSING CEREMONY**

1. **47<sup>th</sup> Conference of Directors General of Civil Aviation, Asia and Pacific Regions  
(47<sup>th</sup> DGCA's Conference)**

1.1 Mr. Chan Weng Hong, President of Civil Aviation Authority of Macao SAR, China thanked the Conference for providing his Administration an opportunity to host the 47<sup>th</sup> Conference of Directors General of Civil Aviation, Asia and Pacific Regions. Mr. Chan Weng Hong made a brief presentation on the arrangements for the forthcoming Conference. The video presentation highlighted the facilities in Macao and also provided the participants with a glimpse of the architecture and culture in Macao.

1.2 Mr. Chan Weng Hong extended an invitation to all Member States / Administrations in the APAC region and the various International Organizations to attend the 47<sup>th</sup> DGCA's Conference scheduled to be held in Macao from 25 - 29 October 2010.

2. **Closing Ceremony**

2.1 In summarizing the Conference proceedings, the Acting Chairperson conveyed the greetings of Mr. Ryuhei Maeda, Director General, Civil Aviation Bureau of Japan. Mr. Maeda once again expressed his regrets for having left the Conference after the first day's proceedings. Highlighting the significant changes that were introduced during the 46<sup>th</sup> DGCA's Conference, the Acting Chairperson briefly recounted the significance of the Heads of Delegation Meeting prior to the commencement of the Conference. He emphasized that an attempt was made to share concerns and identify main issues under each Agenda Item, and work out a mechanism to make the discussions as efficient as possible. The Acting Chairperson thanked all the Heads of Delegation for their support and believed that the meeting met their expectations and helped the Conference proceedings.

2.1.1 The Acting Chairperson reviewed the focus of the deliberations on the Theme Topic and commended the panelist for the productive panel discussion. He stated that the Kansai Statement was a significant achievement of the 46<sup>th</sup> DGCA's Conference.

2.1.2 Recalling the Minister's remarks made in his opening speech, the Acting Chairperson reiterated that the first step was to work together towards the realization of a seamless sky as the common goal. He believed this could be achieved through collaboration and cooperation involving all stakeholders.

2.1.3 The Acting Chairperson highlighted the number of bilateral meetings that had taken place between States and International Organization during the Conference period.

2.1.4 Thanking all participants for their contribution, the Acting Chairperson stated that the Kansai Statement echoed the commitment of the Asia and Pacific Regions in moving towards a seamless sky. The closing remarks are at **Attachment 6**.

2.2 In his closing remarks the Regional Director thanked the JCAB for their hospitality and also commended it for conducting the Conference very efficiently.

2.2.1 The Regional Director was very happy to note the level of participation from the Directors General and complimented the States for their productive contribution while discussing the core issues. Mr. Awan requested all Administrations to kindly take note of the limited resources available with the Regional Office in comparison to the vast area of responsibility and

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urged States / Administrations to be cognizant of this fact when placing demands on the Asia Pacific Office.

2.3 Dr. Nasim Zaidi, Director General of Civil Aviation, India thanked the Japan Civil Aviation Bureau on behalf of all the participating States / Administrations and International Organizations, for the warm hospitality extended during the DGCA Conference. Commending JCAB on their excellent choice of venue for the Conference, the Director General stated that the visit to the Kansai Region had been an enriching experience for all the participants. He lauded the efforts put in by the JCAB in the careful planning for the Conference, with an eye on minute details. Dr. Zaidi also acknowledged the excellent support provided by the respective Liaison Officers attached with each Delegation. The programme arranged for the spouses/accompanied persons was also a huge success and greatly appreciated by all. In closing, Dr. Zaidi remarked that all participants were carrying with them very pleasant memories of their visit to Japan.

2.4 Thanking once again the President of the ICAO Council, the Regional Director, ICAO Asia and Pacific Office, all States / Administrations, the Chairperson, the Vice-Chairperson, all Moderators and all JCAB supporting staff members for their dedicated and tireless work the Acting Chairperson declared the DGCA's Conference closed. Declaration of Closing Statement is placed at **Attachment 7**.

**LIST OF ACTION ITEMS ARISING FROM THE 46<sup>th</sup> CONFERENCE**

**Agenda Item 1**

**Action Item 46/1**

**Seamless Sky – ATM**

Recognizing the leadership role of ICAO Asia and Pacific Office and the efforts of APANPIRG in promoting and fostering the implementation of the ICAO provisions for the short and medium term according to the Regional Air Navigation Plans, the Conference requested the ICAO Asia Pacific Office to coordinate with Chairman APANPIRG and agreed that APANPIRG be the starting platform to discuss and plan the future ATM system of the Asia and Pacific Region including targets and a time schedule through the collaboration with Asia/Pacific States / Administrations.

**Agenda Item 46/2**

**Seamless Sky - Air Cargo, Security**

Recognizing that the security of air cargo is critical, and appreciating the need to enhance air cargo security and facilitate international trade, the Conference requested ICAO to examine the inclusion of provisions on air cargo security in ICAO Annex 17 with the aim of securing safety and protecting the entire cargo supply chain for transport of cargo by air.

**Agenda Item 46/3**

**Seamless Sky – Aviation Safety**

To ensure a high standard of safety the Conference urged States to:

- a) implement the State Safety Programme;
- b) ensure that service providers within their jurisdiction effectively implement safety management systems;
- c) monitor the safety of foreign aircraft operating into their jurisdictions, including the conduct of ramp inspections; and
- d) co-operate in the above efforts, in sharing such safety information, and in promoting harmonization.

**Agenda Item 2**

**Action Item 46/4**

**Submission of Implementation Status – List of Action Items**

Taking note of the low percentage of submission of implementation status on the Action Items arising from the earlier DGCA Conference by the States / Administrations, the Conference urged the States / Administrations to provide ICAO APAC Office with a summary of actions taken within the timeframe agreed by the DGCA Conference (six months of the Conference) and a follow-up report (at least two months) prior to the next Conference.

**Action Item 46/5**

**Asia Pacific Consultative Link**

Taking note of the progress made in establishing the APCL Portal and agreeing that the APCL has the potential to serve as an effective mechanism of communication among the Asia and Pacific DGCAs, the Conference urged States / Administrations that have not nominated their APCL Coordinators or who have not logged into the revamped APCL to do so as soon as possible.

**Agenda Item 3**

**Action Item 46/6**

**Implementation of Continuous Descent Operations**

Recognizing the efficiency and environmental benefits of Continuous Descent Operations (CDO), and the need to harmonize these operations in the interest of safety and efficiency, the Conference encouraged States to include implementation of Continuous Descent Operations (CDO) as part of their PBN implementation plans and to implement CDO in accordance with the ICAO CDO Manual, to be available by April of 2010.

**Action Item 46/7**

**Asia-Pacific Flight Procedure Programme**

Taking note of the lack of adequate procedure design capability as a major obstacle to meeting the PBN implementation goals of Assembly Resolution A36-23, the Conference, urged States to indicate their intention to participate in the Asia-Pacific Flight Procedure Programme by 22 October 2009 in order to build or improve their instrument flight procedure capabilities, meet the PBN implementation goals of Assembly resolution A36-23 and enhance flight safety, efficiency and environmental protection in their States and the region.

**Agenda Item 4**

**Action Item 46/8**

**Preparation for WRC 2011**

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

- a) to give high priority to ensure support to ICAO position for WRC-2011 through enhance coordination between the respective authorities; and
- b) to actively implement APANPIRG Conclusion 19/41 and 20/58.

**Agenda Item 5**

**Action Item 46/9**

**USOAP Pre-audit Documents**

Taking note of the lack of submission of the USOAP Compliance Checklists and the SAAQ by a sizeable number of States and recognizing the importance of establishing an effective Safety Oversight System, the Conference urged States:

- a) to note that the ultimate responsibility for safety oversight rests with the Contracting State, who should continuously review their respective safety oversight capabilities;
- b) to submit their pre-audit documents as required under the Comprehensive Systems Approach (CSA) audit [State Aviation Activity Questionnaire (SAAQ) and the Compliance Checklists (CC)] at the earliest so as to facilitate undertaking and better understanding by the audit team; and
- c) that have been audited to share their USOAP audit experience and provide assistance to States in need of help.

**Action Item 46/10**

**Language Proficiency Requirements**

Noting that language provisions address a safety concern and that the transition period to comply with the language proficiency requirements will terminate in March 2011, any additional measures will be considered by ICAO only if there is a clear and definite indication of widespread non-compliance among States, the Conference urged States to:

- a) ensure that the questionnaire attached to ICAO State letter AN 12/44.6-09/53 dated 17 July 2009 is completed and returned to ICAO Headquarters; and
- b) explore possibilities of technical co-operation and assistance amongst States in terms of training, expertise and experience.

**Agenda Item 8**

**Action Item 46/11**

**Technical Cooperation**

Recognizing the multifarious difficulties faced by Contracting States in fulfilling their obligations for the effective safety and security oversight of aviation activities taking place under their jurisdictions and, making note of the enormous potentials in the Regional Cooperative Arrangements to help solve such situations, the Conference:

- a) requested the States to actively participate at the various ongoing Regional Technical Cooperation Programmes such as CASP, CAPSCA, COSCAP and PASO etc.;
- b) requested the States to make the optimum use of the opportunities, facilities or services provided by such Programmes or Projects to meet their national requirements including the staff training;
- c) requested the international agencies and donor community to continue extending their support in cash and/or in kind for the wellbeing of the Regional Cooperative Programmes;
- d) appealed to States having necessary resources and expertise to join the ICAO Developing Countries Training Programmes in order to provide assistance to States for training of national staff; and
- e) requested the Developing States to make use of the opportunities provided under the ICAO Developing Countries Training Programmes for training of their national staff as and when they are made available.

**Agenda Item 9**

**Action Item 46/12**

Recognising the support from States to have "International Aviation and the Environment" as a separate Agenda Item in future Conferences of the DGCA's, the Conference urged States to submit papers under this Agenda Item for the 47th DGCA Conference.

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<b>STATES / ORGANIZATIONS</b>	<b>NAME / DESIGNATION / ADDRESS</b>	<b>TEL / FAX / E-MAIL</b>
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STATES / ORGANIZATIONS	NAME / DESIGNATION / ADDRESS	TEL / FAX / E-MAIL
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**LIST OF DISCUSSION AND INFORMATION PAPERS**

<b>REF.</b>	<b>TITLE</b>	<b>PRESENTED BY</b>
<b>AGENDA ITEM 1:</b>	<b>THEME TOPIC:</b>	
	<i>"Seamless Sky: Bringing Together the Asia/Pacific Regions"</i>	
DP/1/1	Seamless Sky: Bringing Together the Asia/Pacific Regions	Japan
DP/1/2	Proposed Platform for the Discussion on the Future ATM System of the Asia and Pacific Regions	Japan
DP/1/3	Air Cargo Security	Japan
DP/1/4	A Time to Move Forward and Harmonize Actions Together	Thailand
DP/1/5	Pacific Aviation Safety Office	PASO
DP/1/6	Single European Sky Air Traffic Management Research (SESAR)	France
DP/1/7	Seams and Seamlessness in ATM - Nepal	Nepal
DP/1/8	Future Development of China's Air Traffic Management System	People's Republic of China
DP/1/9	Asian Skies	IATA
DP/1/10	The Functional Airspace Block Europe Central (FABEC)	France
DP/1/11	The Single European Sky (SES)	France
DP/1/12	Harmonized, Safe, Secure and Efficient Operations of Corporate Aviation Through the Asia/Pacific Region	IBAC
DP/1/13	South East Asia RAIM Prediction System	Thailand
IP/1/14	Sub-regional Cooperation for Seamless Sky	Thailand
DP/1/15	Approaches for Seamless and Safe Operations in the Asia/Pacific Regions	Japan
DP/1/16	ICAO on Uniformity in Regulations, Standards, Procedures and Organization	ICAO
DP/1/17	Air Cargo Security	United States of America
IP/1/18	The Air Cargo Security Measures of the Republic of Korea	Republic of Korea

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<b>REF.</b>	<b>TITLE</b>	<b>PRESENTED BY</b>
IP/1/19	Air Cargo Security - The Hong Kong China Experience	Hong Kong SAR, China
IP/1/20	Enhancing the Surveillance of Foreign Aircraft Operations - The Hong Kong China Experience	Hong Kong SAR, China
IP/1/21	Long-Term Vision of ATM in Japan - CARATS -	Japan
IP/1/22	Example of Terms of Reference of New Group Under APANPIRG for Discussing Future ATM System	Japan
IP/1/23	Seamless Sky: A Case Study of ASEAN Air Navigation Service	Malaysia
<b>AGENDA ITEM 2: REVIEW OF ACTION ITEMS ARISING FROM THE 45<sup>th</sup> CONFERENCE</b>		
DP/2/1	Responses from Administrations to Action Items Arising from the 45th Conference of Directors General of Civil Aviation, Asia and Pacific Regions	ICAO
DP/2/2	Update on the Asia Pacific Consultative Link	Singapore
<b>AGENDA ITEM 3: AIR NAVIGATION PLANNING AND IMPLEMENTATION</b>		
DP/3/1	APANPIRG Activities - Outcomes of APANPIRG/20	ICAO
IP/3/2	Incorporation of Advanced Aircraft Navigation Capabilities into the Air Navigation System Infrastructure	Pakistan
DP/3/3	Modernization of the Tahiti Area Control Centre, Processing of ADS and Radar Data (The TIARE Project)	France
IP/3/4	French Contribution to the Atlantic Interoperability Initiative to Reduce Emissions (AIRE)	France
IP/3/5	Myanmar PBN Implementation Plan	Myanmar
DP/3/6	Australia's Performance-Based Navigation (PBN) Plan	Australia
DP/3/7	Performance Based Navigation (PBN) Implementation Plan in Nepal	Nepal
IP/3/8	China's PBN Implementation Roadmap	People's Republic of China
IP/3/9	Amendment 10 to Annex 14, Volume I - Aerodrome Design and Operations	ICAO
IP/3/10	Amendment 4 to Annex 14, Volume II - Heliports	ICAO

<b>REF.</b>	<b>TITLE</b>	<b>PRESENTED BY</b>
IP/3/11	Status of Implementation of Annex 14, Volume I Requirements - Aerodrome Certification	ICAO
DP/3/12	Thailand Performance Based Navigation (PBN) Implementation Progress	Thailand
DP/3/13	Bay of Bengal Cooperative Air Traffic Flow Management System (BOBCAT) Operating Costs and Sustainability Enhancement Mechanism for Regional Cooperative Projects	Thailand
DP/3/14	Continuous Descent Arrival (CDA) Trial	Singapore
DP/3/15	The Implementation Plan of Continuous Descent Arrival/Approach in the Republic of Korea	Republic of Korea
DP/3/16	Asia-Pacific Flight Procedure Programme	ICAO
DP/3/17	Continuous Descent Operations (CDO)	ICAO
IP/3/18	Air Navigation Service Provider Reform in Indonesia	Indonesia
IP/3/19	Implementing Continuous Descent Approach (CDA) in Malaysia	Malaysia
IP/3/20	Road Map for Future Indian Air Navigation System	India
<b>AGENDA ITEM 4: CNS/ATM IMPLEMENTATION ACTIVITIES</b>		
DP/4/1	Review of Preparations for WRC - 2011	ICAO
IP/4/2	Global Navigation Satellite Systems (GNSS) - Ground Based Augmentation System (GBAS) Implementation in Australia	Australia
IP/4/3	ADS-B Implementation Programme in Indonesia	Republic of Indonesia
DP/4/4	ADS-B Implementation Over the South China Sea - A Cost Benefit Study for the Initial Phase	CANSO
DP/4/5	Asia Pacific ANSP Conference	CANSO
IP/4/6	ADS-B Data Sharing Implementation	Republic of Indonesia
IP/4/7	CNS/ATM Implementation Activities in Myanmar	Myanmar
IP/4/8	Collaboration in the Asia Pacific Region with the Terminal Aeronautical GNSS Geodetic Survey (TAGGS) Program	United States of America
IP/4/9	CNS/ATM Implementation and Planning Matrix	ICAO
IP/4/10	CNS/ATM Implementation Thailand	Thailand

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DP/4/11	Activities on CNS/ATM Development in the Republic of Korea	Republic of Korea
IP/4/12	Current Situation of the Air Traffic Meteorology Center	Japan
IP/4/13	Modernization of CNS/ATM and Aerodrome Facilities in Macao, China	Macao SAR, China
<b>AGENDA ITEM 5: AVIATION SAFETY</b>		
DP/5/1	ICAO SMS/SSP Evolution and Current Status	ICAO
IP/5/2	Accident Investigation and Prevention (AIG) Divisional Meeting	ICAO
DP/5/3	Recent Highlights and Areas of Concern	ICAO
IP/5/4	Implementing the State Safety Program in France Status after Three Years	France
DP/5/5	Information to Families Related to A Safety Investigation	France, Japan and Singapore
IP/5/6	Unmanned Aerial Systems in Australia	Australia
IP/5/7	Alcohol and Other Drugs in Aviation - Action Taken by Australia	Australia
DP/5/8	Participation in the ICAO High Level Safety Conference (March 2010)	Australia
IP/5/9	Airport Personnel Licensing	Republic of Indonesia
IP/5/10	Safety and Security Audits Branch Briefing for the 46th Conference of Directors General of Civil Aviation Asia and Pacific Regions	ICAO
DP/5/11	Language Proficiency Requirements Implementation Challenges: Observation and Assistance	Nepal
DP/5/12	Aircraft Operating Outside State of Registry	United States of America
DP/5/13	Enhancements to IASA Program: Assessment Priority Tool and 120-Day Inactivation of Stale IASA Categories	United States of America
IP/5/14	RAMP Inspection Data Exchange on Foreign Aircraft	United States of America
DP/5/15	Airfield Safety in the United States	United States of America
DP/5/16	Managing Wildlife Hazards to Aircraft	United States of America

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<b>REF.</b>	<b>TITLE</b>	<b>PRESENTED BY</b>
IP/5/17	Work Tracking System (WTS)	United States of America
IP/5/18	New Governance Arrangements for Australia's Aviation Safety Agencies	Australia
DP/5/19	International Accident Investigation Forum and APEC Capacity Building Workshop on Accident Investigation	Singapore
IP/5/20	State Safety Programme (SSP) in China	People's Republic of China
DP/5/21	Utilizing Safety Information in Japan	Japan
IP/5/22	Approval of the School of Air Traffic Services (Singapore Aviation Academy) as an Approved Training Organisation for Air Traffic Controllers	Singapore
DP/5/23	ICAO Universal Safety Oversight Audit Programme (USOAP) - The Republic of Korea's Experience	Republic of Korea
IP/5/24	Development of Unmanned Aircraft System (UAS) in Preparation for Future Aviation Trend	Republic of Korea
DP/5/25	The Challenges of Regulating in an SMS Environment	Canada
IP/5/26	Safety Management Systems Assistance for Small Operators	IBAC
IP/5/27	Regulation of Air Navigation Services Provider - The Hong Kong China Experience	Hong Kong SAR, China
IP/5/28	Implementation of State Safety Programme (SSP) - The Hong Kong China Experience	Hong Kong SAR, China
IP/5/29	Licensing of Air Traffic Services Personnel in India	India
IP/5/30	Improving Flight Safety in Papua Region	Indonesia
IP/5/31	Implementation of the State Safety Programme (SSP) in Singapore	Singapore
IP/5/32	Initial Response to Influenza A (H1N1) in Japan	Japan
IP/5/33	Measuring the Effectiveness of Interventions	New Zealand
IP/5/34	The Collection and Use of Safety Information	New Zealand
IP/5/35	Surveillance and Monitoring Activities in India	India

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<b>AGENDA ITEM 6: AVIATION SECURITY</b>		
IP/6/1	Progress Report on the ICAO Universal Security Audit Programme (USAP)	ICAO
IP/6/2	In-Flight Security Officer	Republic of Indonesia
IP/6/3	Developments of Aviation Security in Myanmar	Myanmar
IP/6/4	Carriage of Liquids, Aerosols and Gels in Hand Luggage	Republic of Indonesia
IP/6/5	Aviation Security Development in Indonesia	Republic of Indonesia
DP/6/6	Human Resource Development Project in Japan	Japan
IP/6/7	The Robust Known Supplier of LAGs and STEBs Regime	Republic of Korea
DP/6/8	Aviation Security Sustainable International Standards Team (ASSIST)	United States of America
DP/6/9	Insider Threat	United States of America
IP/6/10	Macao SAR Civil Aviation Security Programme and Macao SAR Civil Aviation Security Quality Control Programme	Macao SAR, China
IP/6/11	Research and Development on Screening Technology in Japan	Japan
IP/6/12	International Cooperation on Capacity Building in Aviation Security	Japan
IP/6/13	Computer-Based Aviation Security Information System in Japan	Japan
IP/6/14	Improving Screener's Performance	Macao SAR, China
IP/6/15	Laser Illumination of Aircraft	New Zealand
IP/6/16	Secure Freight Programme (SFP)	Malaysia
<b>AGENDA ITEM 7: AIR TRANSPORT</b>		
IP/7/1	Facilitation - Annex 9	ICAO
IP/7/2	Scope of the ICAO Statistics Activities	ICAO
IP/7/3	ICAO Conference on the Economics of Airports and Air Navigation Services (CEANS) held in Montreal, 15-20 September 2008	ICAO

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<b>REF.</b>	<b>TITLE</b>	<b>PRESENTED BY</b>
IP/7/4	ICAO Air Services Negotiation Conference (ICAN)	ICAO
IP/7/5	ICAO International Financial Facility for Aviation Safety (IFFAS)	ICAO
IP/7/6	ICAO Public Key Directory	ICAO
IP/7/7	Regulation of International Air Transport Services Economic Regulation	Pakistan
IP/7/8	Reformation of Airport Business in Indonesia	Republic of Indonesia
IP/7/9	Indonesia Air Transport Policy Reform	Republic of Indonesia
DP/7/10	Activities for Environment in Japan	Japan
IP/7/11	Update on ICAO's Environmental Work	ICAO
IP/7/12	Traffic Forecasts for Trans-Pacific and Intra-Asia/Pacific Region	ICAO
IP/7/13	Low Cost Carrier Operations in Macao Aviation Market	Macao SAR, China
IP/7/14	Airports of Thailand Public Company Limited and Environmental Management	Thailand
DP/7/15	Outlook for Low Cost Carriers - Through the Case of the Republic of Korea	Republic of Korea
IP/7/16	The Government, As a Facilitator for Cooperation between Service Providers and Users in the Republic of Korea	Republic of Korea
DP/7/17	Regional Action to Mitigate Aviation's Environmental Impacts	United States of America and Singapore
IP/7/18	Liberalization of Air Transport in Nepal : Prospects and Challenges	Nepal
IP/7/19	Status of Development of Air Transport in the Kingdom of Cambodia	Cambodia
<b>AGENDA ITEM 8:</b>	<b>TECHNICAL AND REGIONAL COOPERATION</b>	
IP/8/1	Update on Technical Cooperation Activities in the Asia and Pacific Regions	ICAO
DP/8/2	ICAO Regional Programmes in the Asia and Pacific Regions	ICAO
DP/8/3	Development of National Civil Aviation Personnel through ICAO Developing Countries Training Programme	ICAO

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IP/8/4	ENAC and SEFA Training Actions	France
IP/8/5	Update on Activities of the Asia and Pacific Initiative to Reduce Emissions (ASPIRE)	United States of America and Japan
IP/8/6	Joint Maintenance Management - Regional Cooperation in Continuing Airworthiness Aspects	Macao SAR, China
DP/8/7	CAAC-ICAO Fellowship Training Programme for Developing Countries	People's Republic of China
IP/8/8	ICAO - Singapore Aviation Academy (SAA) Regional Seminar for Training Directors	Singapore
IP/8/9	Expansion Plan of the Fellowship Training Programme for Aviation Personnel in Developing Countries	Republic of Korea

**AGENDA ITEM 9: OTHER BUSINESS**

**a) Theme Topic for the 47th Conference of DGCA's**

DP/9a/1	Possible Theme Topic for the 47th Conference of Directors General of Civil Aviation, Asia and Pacific Regions	ICAO
DP/9a/2	Proposal on the Theme Topic for 47th Conference of Directors General of Civil Aviation, Asia and Pacific Regions	Macao SAR, China

**b) Endorsement of Action Items arising from the present Conference**

DP/9b/1	List of Action Items Arising from the 46th Conference	ICAO
DP/9c/1	Schedule of Meetings/ Seminars/ Workshops to be Convened in 2010 by the ICAO Asia and Pacific Office	ICAO

**c) Any Other Matters**

DP/9c/2	Schedule of Conferences of DGCA's in the Foreseeable Future	ICAO
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**46<sup>th</sup> Conference of Directors General of Civil Aviation,  
Asia and Pacific Regions**

**October 12-16, 2009**

**Opening Speech by Mr. Ryuhei Maeda,  
Director General of Civil Aviation Bureau of Japan**

Good morning and welcome to Japan to all the representatives of Asia and Pacific Region countries, international organizations, the ICAO, and the ICAO Asia and Pacific Office. First of all, I would like to express my deepest appreciation to the government authorities and business community here in Kansai region for their generous cooperation for organizing the 46th Conference of Directors General of Civil Aviation, Asia and Pacific Regions. It is a great honor for us to host this Conference. I welcome some 300 participants from within Asia and Pacific Regions and around the world all over. It is our great pleasure to have such a valuable opportunity to discuss important issues for the Asia-Pacific Region face-to-face with you. This is the 46th sessions of this Conference and it is 45 years since the 4th DGCA Conference was held here in Japan in 1964. During these years, civil aviation in the Asia-Pacific Regions has expanded steadily under the powerful leadership of national and regional civil aviation authorities and initiatives of the ICAO headquarters, with the support of the ICAO Asia and Pacific office. I would therefore like to pay respect to all of you for your efforts for making this great achievement.

The theme topic selected for this DGCA Conference is “Seamless Sky: Bringing Together the Asia/Pacific Regions.” In order to achieve even greater expansion of civil aviation under the globalization in various fields, even greater cooperation and coordination amongst Asia-Pacific are vital. In this aspect, I feel that this DGCA Conference is extremely significant.

We will hold discussion over five days and I highly expect meaningful exchanges of opinion on the range of various issues and efforts covering every field of aviation.

For Opening Ceremony, we have arranged the performance of Izumi Daiko to welcome you all to Japan. These days the global economy is stagnating and demand has been dull in the civil aviation field. I really hope that the drums’ lively sound will blast away this economic slump.

As a closing, I would like to express my sincere hope and expectation that this 46th DGCA Conference will be a meaningful step towards the further expansion of civil aviation in the Asia-Pacific Regions.

Thank you for your attention.

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**Opening Remarks  
of the Regional Director, ICAO Asia and Pacific Office  
at the 46<sup>th</sup> DGCA Conference**

Mr. Seiji Maehara, Minister of Land, Infrastructure, Transport and Tourism

President of the ICAO Council, Mr. Roberto Kobeh Gonzales

Mr. Ryuhei Maeda, Director General, Civil Aviation Bureau, Japan

Directors General Asia and the Pacific, Chief Executives, Members of the Delegations, International Organizations, Observers, Industry Partners, Distinguished Guests

Ladies and Gentlemen, Good morning,

It is a matter of great honour for me to welcome you to the 46<sup>th</sup> Conference in Japan and to represent the Secretary General of ICAO.

The Kansai region where we have gathered is the cultural and historical heart of Japan. Because of its unique position in Japanese history, the Kansai region hosts a number of well-known historical and cultural landmarks, including five of Japan's thirteen World Heritage Sites. We are indeed privileged to be here and we are grateful to the Japan Civil Aviation Bureau for selecting this wonderful location for the Conference.

I would like to thank and commend this year's conference host, Japan Civil Aviation Bureau, Government of Japan for the elegant preparations made to receive the delegates and arrangements for the conference. I owe a special word of thanks to the honorable Minister of Land, Infrastructure, Transport and Tourism for making it convenient to be here this morning to grace the occasion.

This is the second time since the inception of DGCA Conference that the Government of Japan, Civil Aviation Bureau is hosting the DGCA Conference. The last time the Asia Pacific aviation community met collectively in Japan was in 1964 at Tokyo – a good 45 years back. Our gratitude go to Japan for their generosity in hosting the Conference for the second time. The arrangements made are indeed very conducive and will certainly provide us all with the right environment for some productive and solid work.

I am grateful to the President of the ICAO Council Mr. Roberto who has kindly consented to be here with us in this important regional conference of Director Generals. His presence has is a source of great encouragement and has added value to the significance of this high level gathering of civil aviation administrators.

I would also like to take this opportunity to extend a very warm welcome to the Directors General and Chief Executives of various Civil Aviation Administrations who are joining the Conference of the Directors General Asia and Pacific Regions for the first time – these include the DGs / CEOs from Australia, Canada, Indonesia, Mongolia, Myanmar, Singapore, Tonga and Thailand. We look forward to your valuable contribution to the success of the Conference.

As you all know, DGCA conference enjoys a remarkable history. The First such conference was held in Manila, Philippines in 1960 and 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.

Incidentally this year, the ICAO Asia and Pacific Office celebrated the 60<sup>th</sup> Anniversary of its establishment in the Region. The enthusiastic representation at this event from our member states is a source of great encouragement and provides the impetus for us to work even more relentlessly in the coming years to support your needs.

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 global standards and procedures in the region.

It also 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.

Last year the Conference, after much deliberation, opted to select a very fascinating theme topic for the 46<sup>th</sup> Conference – “Seamless Sky: Bringing Together the Asia/Pacific Regions”. I am sure over the ensuing one year a lot of thought must have gone into the theme topic at your respective ends. The topic though very broad based has many in built challenges intertwined within it. I would urge you to stay focused in your approach and diligently analyze every option that may be addressed. Obviously the outcome of your deliberations and the decisions that you may agree to take would have far reaching consequences for the aviation community in the region as a whole as well as affect the global community. Therefore, no region can work in isolation especially in the area of ATM where the concept of seamless sky will have its ramifications in the greater global context. ICAO is cognizant of the various ATM concepts that are being evolved in different parts of the globe and has already taken steps to ensure that such initiative are not introduced in isolation, in compartments or in an un-harmonized manner. ICAO fully recognizes its role as a global coordinating body and thus ensuring interregional harmonization (including Asia/Pacific region) through periodic Standards Roundtable meetings involving all participating partners. To ensure a coordinated and harmonized approach, ICAO plans to call a roundtable meeting on 22 and 23 October in Montreal of all concerned stakeholders. ICAO would like to promote integration of all such efforts worldwide so that any improvements that are envisaged in the future ATM systems are available to the world aviation community globally. I am confident your leadership will not only provide an element of continuity and stability but will also help in fast pacing the implementation of the conclusions.

As we all know, aviation has a high economic and social impact in this Region directly and indirectly generating jobs and adding billions of dollars to the Regions GDP. The mission of ICAO and of other members of the world aviation community is to continuously improve the performance of the global air transport system so that it continues to provide the immense socio-economic benefits our global society has come to need and expect.

The Regional office is committed to assist the States *prima facie*.

I would also like to take this opportunity to convey ICAO's gratitude to your respective governments and administrations for showing the political will and resilience in trying times. Committing financial resources to the various cooperative programmes and ICAO Institutions, despite the difficult times during the recession, speaks volumes of your commitment to aviation safety. Aviation is a global issue and needs global solutions. Cooperation among all members of the civil aviation community is therefore of vital importance.

On a personal note, I would like to also express my deepest condolences and sympathies to the Governments of Samoa and Tonga, the Philippines, Vietnam, Cambodia, Lao PDR and Thailand, and last but not the least Indonesia. Our region has unfortunately been through a series of natural disasters the past couple of weeks - the Tsunami, the Typhoons and the Earthquake - each leaving behind a heavy death toll and immeasurable damage to property. We share your grief and the regional community stands with you in this hour of suffering.

In closing I would like to once again thank the Government of Japan and the Japan Civil Aviation Bureau for extending an invitation to the APAC aviation community to visit your great country and enjoy your wonderful hospitality.

Thank you for your attention.

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**Address by the President of the Council of the  
International Civil Aviation Organization (ICAO),  
Mr. Roberto Kobeh González,  
to the 46<sup>th</sup> Conference of Directors General of Civil Aviation,  
Asia and Pacific Regions**

**(Osaka, Japan – 12 October 2009)**

It is a pleasure for me to join all of you for this 46<sup>th</sup> DGCA Conference. I sincerely thank the Government of Japan and the Japanese Civil Aviation Bureau for hosting this important annual event. It provides us with an opportunity to visit your country at a time of landmark changes in the national political landscape.

It was encouraging to hear from the new Minister of Land, Infrastructure, Transport and Tourism that the tourism, maritime and air transport sectors are those most likely to grow in the coming years. In terms of aviation, Japan is strategically positioned to facilitate international traffic flow between North America and Southeast Asia and it manages a large area of the North Pacific airspace. It also operates the MTSAT satellite to cover the wide area from India to the west to Hawaii to the east and contributes actively to aviation growth in this part of the world, notably through the provision of technical assistance in the Region.

We applaud and earnestly look forward to a continuation of these policies, not only the Region but for the international community at large.

The theme you have chosen for this year's conference – *Seamless Sky: Bringing Together the Asia/Pacific Regions* – is timely. There is no doubt that a seamless sky is fundamental to the safe and orderly growth of air transport in the Asia and Pacific Regions, as it is in all other regions.

What do we understand by seamless sky? One way to visualize the concept is to look at it from the point of view of airline operators. What they need is for their aircraft to operate at all times along their preferred trajectories in terms of time, speed, as well as vertical and horizontal positioning.

Underlying these requirements is optimum fuel burn, for economic and environmental considerations, as well as scheduling, gate availability and having the right airplane at the right location. These operating parameters are much more achievable with an 'optimized' air navigation environment, not only in a region but worldwide. A flight from Osaka must be able to count on the same level and efficiency of air traffic management (ATM) systems and facilities in any airspace.

That is the vision. A truly global seamless system where every regional system is fully integrated into the whole. Turning the vision into reality requires a holistic approach and that, in turn, involves wider planning perspectives, implementation of facilities and services over larger geographical areas and a global framework for performance measurement.

ICAO's efforts towards the realization of this vision is reflected in the Global Air Traffic Management Operational Concept. The Operational Concept describes an optimal ATM system as one which achieves interoperability and seamlessness across all regions for all users

during all phases of flight, and one that meets agreed levels of safety, provides for optimum economic operations, is environmentally sustainable and meets national security requirements.

The planning process for moving from concept to operations is the Global Air Navigation Plan. To assist States and regional planning groups identify the most appropriate operational improvement sand to support implementation, ICAO recently revised the Plan. It now clearly describes a strategy aimed at achieving near-and medium-term ATM benefits on the basis of available and foreseeable aircraft capabilities and ATM infrastructure.

Planning will be focused on specific performance objectives supported by a set of Global Plan Initiatives, with a view to maintaining consistent global harmonization and improving implementation.

To further promote the universality and interoperability of ATM systems, ICAO has invited all concerned stakeholders to a roundtable meeting in Montreal on 22 and 23 October. The intention is to promote integration of all efforts worldwide so that any improvements that are envisaged in future ATM systems are shared and available to the world aviation community globally. The purpose of the meeting is also to acknowledge the work already being done and to establish, in a rational and coordinated manner, which stakeholder is best positioned to assume responsibility for various aspects of the future work involved.

I look forward for States from the Asia/Pacific Region to take an active part in the discussions and to support ICAO in promoting global ATM harmonization. Coordination and cooperation are essential for ICAO to effectively play its role of defining unified technical standards and specifications, and of publishing practical documents and guidance material for implementation. The results of this roundtable will be made available to all in due course.

All that I have mentioned up to this point is perfectly in line with conclusions of the 36<sup>th</sup> Session of the ICAO Assembly with respect to ATM which called on the Organization to continue its leadership role in the planning and implementation of a performance-based, global ATM system. Of the many issues discussed and agreements reached at the Assembly, a few stand out as particularly supportive to ATM global objectives.

One is the emphases placed on ensuring that all initiatives are carried out under the Global Air Navigation Plan, as is the case for the European Community Single European Sky ATM Research (SESAR) programme and the United States Next Generation Air Transport System (NextGen). Both programmes recognize the importance of ICAO's Operational Concept and the Global Air Navigation Plan as effective tools to guide the global effort and to serve as the framework for continued improvements.

The alignment of these two systems with the two ICAO documents will lead to reinforcement of a common global framework to achieve interoperability and harmonization. Already, development of standards based on these two systems has led to much progress towards the realization of the Operational Concept. The result is that the work thus far can accommodate any new initiatives that might be proposed to respond to local or regional needs.

The Assembly also agreed on the need for commitment among all members of the ATM community toward achieving shared goals, adding that collaborative decision-making at all levels in the planning process would serve as an important tool for continued improvements to the global ATM system. ICAO, through the Asia/Pacific Office located in Bangkok, can also play a critical coordinating role in bringing all parties together in the process, by removing impediments from the system in a coordinated manner. I would also encourage this work to be carried out within the successful APANPIRG mechanism.

In short, a seamless sky for the Asia and Pacific Regions rests on cooperation. We need political will from all partners to work closely together in the creation of a truly global, seamless and interoperable air navigation system that responds to the needs of regulators and operators in all regions, in a globally-harmonized manner.

With your permission, I would like to offer a few additional thoughts on agenda items of your meeting, primarily to highlight other upcoming ICAO events that might help to build on the results of your conference.

One is a unique Global Air Traffic Management Forum on Civil/Military Cooperation planned for next week in Montreal. The purposes of the forum is to explore ways to improve civil/military cooperation and coordination in support of optimum use of airspace by all users, to effectively meet operational requirements of air transportation, national defence and environmental protection. The deliberations will hopefully lead to greater understanding of common requirements and operating needs of the two prime airspace users as we collectively move toward a more interoperable and seamless Global Air Navigation System.

Another important meeting is the High-level Conference on Safety to be held in Montreal in March of next year. You may recall that the last safety conference held in March 2006 produced laudable results for improving safety around the world, most notably by promoting transparency in the results of safety audits carried out by ICAO. The sharing of information will again be high on the agenda of the next Conference, along with the evolution of the Universal Safety Oversight Audit Programme, the ICAO safety framework and the transition to a State Safety Programme.

In the area of security, work is ongoing in the development of an ICAO Comprehensive Aviation Security Strategy (ICASS). Discussions will be held in Singapore on the subject on 21 and 22 October. I encourage you to closely follow progress in this area as it will lay the foundation for our policies and activities in the coming years. I take this opportunity to also remind States that the deadline for the issuance of Machine Readable Passports is April 2010.

In closing, I bring good news from Montreal. Just a few days ago, the High-level Meeting on International Aviation and Climate Change held at ICAO approved a Declaration affirming their commitment to aviation emissions that contribute to climate change, by working through ICAO and in cooperation with the industry. Proposed measures contained in the Declaration build on a Programme of Action adopted by the Council in June, which represented the first globally-harmonized agreement to address climate change from a sector. The Declaration will also form the basis for input by ICAO to discussions on international aviation at the upcoming 15<sup>th</sup> meeting of the Conference of the Parties of the United Nations Framework Convention on Climate Change in Copenhagen next December.

Ladies and gentlemen, whether we are talking about seamless skies or any other aspect of international civil aviation, the key to success and progress is cooperation. Let this be the guiding principle on which this conference unfolds.

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**Opening Address  
by the Minister of Land, Infrastructure, Transport and Tourism  
at Conference of DGCA Opening Ceremony**

**October 12, 2009**

Good morning distinguished guests, Ladies and Gentlemen, welcome to Kansai, Japan. I would like to express my heartfelt welcome and gratitude to you attending this Conference.

First of all, I would like to express my deepest condolence for the victims of Sumatra earthquake and South Pacific tsunami. I send my sincere wish for early recovery of people's lives at disaster-affected area.

Let me express my deepest pleasure to be here today at the opening of the 46th Conference of Directors General of Civil Aviation, Asia and Pacific Regions. It is a great honor for the people and the government of Japan to host the Conference. The Conference is attended by representatives of 34 nations and regions of Asia and Pacific and six international organizations. I am grateful to know that very valuable discussions can be expected in the coming days. At the same time, my sincere gratitude goes to the people of the ICAO and other organizations who have been working hard to make this Conference happen.

Needless to say, civil aviation is an essential means of transportation for the public. And it is also important to support economic and social activities in local areas. Furthermore, safety—both physically and psychologically—should always come first, even when the nation's aviation industry tries to raise its position in the global competition. Thus, development of the aviation industry has to be pursued with international cooperation and participation of national governments.

Recently, international cooperation has become more important than ever. It is needed to overcome the adverse conditions surrounding the aviation industry, airport operators and other businesses related to the air transportation, including the world recession and the pandemic of H1N1 influenza. Now, we have to ensure close communication be maintained among different countries in the world as well as among international organizations. We have to gather our wisdom to overcome the difficulties and further advance the development of the aviation industry worldwide. "Seamless Sky: Bringing Together the Asia/Pacific Regions" was chosen as the theme for the 46th Conference. The discussions will focus on the seamless air transportation with a better environment that ensures safety and efficiency. "Seamless Sky" will be discussed from three perspectives: Air Traffic Managements (ATM), safety and security, and the conclusion will be announced to the world community in the form of joint statement. Delivering a joint statement for the first time in the history of DGCA should be taken as a huge first step that the Conference is taking toward cooperative conduct of the ICAO and the nations in the Asia and Pacific Regions, which will be pursued under commonly shared concept.

I am truly looking forward to valuable and meaningful discussions in the next five days.

Now, I declare the opening of the 46th Conference of Directors General of Civil Aviation, Asia and Pacific Regions.

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**46TH CONFERENCE OF DIRECTORS GENERAL OF CIVIL AVIATION,  
ASIA AND PACIFIC REGIONS  
KANSAI, JAPAN, 12-16 OCTOBER, 2009**

*The Directors General of Civil Aviation (DGCA) of the Asia and Pacific Regions met for the 46th DGCA Conference in Japan, 12-16 October, 2009. Recalling that the 45th Conference had endorsed the Theme Topic for the 46th DGCA Conference as "Seamless Sky: Bringing Together the Asia/Pacific Regions," Directors General of the Region held a productive discussion focusing on three aspects of the "Seamless Sky," namely Air Traffic Management (ATM), Air Cargo Security, and Aviation Safety, and agreed to issue this Kansai Statement.*

**KANSAI STATEMENT**

1. We recognized that as civil aviation develops and globalization progresses, harmonization in civil aviation systems is becoming critically important in the Asia and Pacific Region, which has been characterized by the diversities of the member States. What people expect from harmonization in civil aviation is that aircraft operators will become capable of seamlessly flying between regions, that the whole of the network will be secured at the agreed level, and that transparent and interoperable standards will be set among States and regions. In this regard, "Seamless Sky" is particularly important in the areas of air traffic management, aviation security and aviation safety.
2. Regarding Air Traffic Management (ATM), we recognized that the ICAO has been leading the development and implementation of the Global Air Traffic Management system with the implementation target of 2025. The Global Air Traffic Management system will be based on the components described in the Global ATM Operational Concept. We also recognized that the United States and Europe have been developing their future air traffic modernization programmes. Taking such global trends of future ATM system into consideration, we recognized the necessity of planning the future ATM system for the Asia and Pacific Region by the active collaboration and participation of the whole of the Region. In this regard, we agreed that APANPIRG be the starting platform to discuss and plan the future ATM system of the Asia and Pacific Region including targets and a time schedule.
3. Regarding aviation security, we recognized the significance of enhancing air cargo security. Such efforts will enable member States to protect the flow of air cargo, raise security standards and facilitate international trade in the Asia and Pacific Region. To achieve these desired outcomes effectively, member States are encouraged to collaborate with one another and with ICAO towards developing internationally harmonized measures and processes in air cargo security. We agreed that the further sharing of information and best practices should be promoted, and to consider including provisions on air cargo security into Annex 17, taking into account the need to protect the entire cargo supply chain.
4. Regarding the aviation safety, we acknowledged the ICAO's leadership in the improvement of aviation safety. We recognized the importance of the member States' role in ensuring that their air operators establish and maintain the highest standards in safety through the proper implementation of Safety Management System as envisaged under the State Safety Programme. In addition, we recognized the importance of the safety monitoring activities regarding foreign aircraft by the member States in the Region. We agreed to further enhance the cooperation in these efforts and activities in the Region in a harmonized manner.
5. We are determined to realize the Seamless Sky in the Asia and Pacific Region from this conference onwards. We agreed to make efforts to move forward toward the harmonized aviation in the Asia Pacific Region in cooperation with all the member States and the ICAO Asia Pacific Regional Office.

**LIST OF STATES/ADMINISTRATIONS**

AUSTRALIA	MONGOLIA
BANGLADESH	MYANMAR
BHUTAN	NEPAL
BRUNEI DARUSSALAM	NEW ZEALAND
CAMBODIA	PAKISTAN
CANADA	PAPUA NEW GUINEA
CHINA	PHILIPPINES
HONG KONG, CHINA	REPUBLIC OF KOREA
MACAO, CHINA	SINGAPORE
FIJI	SOLOMON ISLANDS
FRANCE	SRI LANKA
INDIA	THAILAND
INDONESIA	TIMOR-LESTE
JAPAN	TONGA
LAO PEOPLE'S DEMOCRATIC REPUBLIC	UNITED KINGDOM
MALAYSIA	UNITED STATES
MARSHALL ISLANDS	VIET NAM

**Closing Remarks  
by Acting Chairperson, Mr. Hajime Ishizu**

I am grateful that I am about to complete my duties of the Conference Chair that I took over from Mr. Maeda, Director-General of JCAB, on Day 2. In the late evening of Day 1, Mr. Maeda received unexpectedly a Minister's order to return to Tokyo. Thank to very kind understanding of this situation by Mr. Chan, Vice-Chair, Mr. Kobeh, ICAO Council President, Mr. Awan, ICAO Regional Director, and all the delegations, I was elected to replace Mr. Maeda for the rest of days. Mr. Maeda has asked me to convey his best regards to you all in hope that he may have another opportunity to meet you soon again.

I am also proud of the smooth conduct of the Conference and fruitful outcome. We proposed to introduce some new arrangements at this Conference. One of such new arrangements is Heads of Delegate Meeting on Day 1. Through this HOD Meeting, we attempted to share the idea of HOD Meeting, to identify main issues of each Agenda Item, and to make discussions as efficiently and effectively as possible. During the Conference, several delegates expressed their support and satisfactions to HOD Meeting arrangement. I am thankful for such comments and believed that HOD Meeting met your expectations and helped the Conference proceedings. In this connection, I would like to express my sincere thanks to all HOD for your time to attend the HOD Meeting very early in the morning and kind cooperation.

Another attempt is to focus more discussions on the Theme Topic of the Conference, "Seamless Sky: Bringing Together Asia/Pacific Region" which Japan proposed at the previous Conference, by allocating three sessions on Day 1 and 2. Having the Panel Discussion with three speakers is another feature we tried. As a consequence, on Day 3, we were able to come to the conclusion and to issue the Kansai Statement as a fruitful outcome of our Conference discussions on the Theme Topic.

As Minister Maehara pointed in his opening speech, this DGCA Conference is the first step for Asia and Pacific States to start working together towards the realization of the Seamless Sky as our common goal.

I firmly believe that we can achieve this through collaboration and cooperation involving all aviation stakeholders, States, Administrations, ICAO, airlines, ANSP, and am sure that there will be some areas Japan can make further contributions.

During the 5 days, I was able to exchange various views and opinions with many of you inside and outside of the conference room. Also, many of you have utilized the meeting rooms prepared for bilateral talks, and I am convinced that all of you were able to hold meaningful discussions and arrangements.

Through effective collaboration with all member states and international organizations, we are committed to continue our involvement for the successful development in the field of aviation in the Asian Pacific region.

Thank you.

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**Declaration of Closing  
by Acting Chairperson, Mr. Hajime Ishizu**

I would like to thank to Mr. Kobeh, President of ICAO Council, Mr. Awan, Regional Director of ICAO Asia/Pacific Office, Mr. Ong Heng Yap, Director General of CAA of Singapore, Mr. Steve Douglas, Director of CAA of New Zealand, Mr. John McCormick, Director of CASA, Mr. Davaa Gombosuren, Director General of CAA of Mongolia, Mr. Shung Man Lo, Director General of Civil Aviation Department Hong Kong China, Ms. Cindy Farkus, Associate Administrator of TSA, Dato' Azharuddin Abdul Rahmen, Director General of Department of Civil Aviation Malaysia, Dr. Nasim Zaidi, Director General of Civil Aviation India, Mr. Parakrama Dissanayke, Acting Director General of CAA of Sri Lanka, all participants, all JCAB and supporting staff members for their dedicated and tireless works in helping this Conference.

An ancient Chinese wise man said "From far away, friends have come, isn't it wonderful?" We are so happy to have you all here in Kansai. I would like to offer my best wishes for all participants and I look forward to meeting all delegates in Macao, China next year.

I declare the closing of the 46<sup>th</sup> Conference of Directors General of Civil Aviation, Asia and Pacific Regions.

Bon Voyage and have a nice weekend.

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