

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

# **FINAL REPORT**

New Delhi, India : 08 - 12 October 2012

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

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# **PROGRAMME**

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**PROGRAMME**

**Sunday, 07<sup>th</sup> October 2012**

- 14:00 – 21:00            Registration of Conference Delegates
- 19:00 – 22:00            Welcome Reception (*the Ashok Hotel*)

**Day 1: Monday, 08<sup>th</sup> October 2012**

- 07:30 – 08:30            Late Registration of Conference Delegates  
*Venue: Foyer – the Ashok Hotel*
- 09:00 – 10:00            Opening Ceremony *Venue: Conference Room – the Ashok Hotel*
- 10:00 – 10:30            Group Photograph Session
- 10:30 – 11:00            Coffee/Tea Break (*Venue: Foyer – the Hotel Ashok*)
- 11:00 – 12:00            RASG-APAC/2 Opening Session
- 12:00 – 12:30            2<sup>st</sup> Meeting of Regional Aviation Safety Group-Asia and Pacific Regions  
(RASG-APAC/2)
- 12:30 – 14:00            Lunch (*Venue: the Ashok Hotel*)
- 14:00 – 15:30            RASG-APAC/2 Meeting Session
- 15:30 – 16:00            Coffee/Tea Break (*Venue: Foyer – the Ashok Hotel*)
- 16:00 – 17:00            RASG-APAC/2 Meeting Session
- 19:30 onwards            Cultural Evening and Dinner (Gala Dinner)

**Day 2: Tuesday, 09<sup>th</sup> October 2012**

- 09:00 – 10:30            RASG-APAC/2 Meeting Session
- 10:30 – 11:00            Coffee/Tea Break (*Venue: Foyer – the Ashok Hotel*)
- 11:00 – 12:30            RASG-APAC/2 Meeting Session
- 12:30 – 14:00            Lunch (*Venue: Foyer – the Ashok Hotel*)
- 14:00 – 15:30            RASG-APAC/2 Meeting Session
- 15:30 – 16:00            Coffee/Tea Break (*Venue: Foyer – the Ashok Hotel*)
- 16:00 – 17:00            RASG-APAC/2 Meeting Session
- 19:30 onwards            Cultural Show and Dinner at Kingdom of Dreams

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**Day 3: Wednesday, 10<sup>th</sup> October 2012**

09:00 – 10:00	DGCA Conference Administrative Arrangements
10:00 – 10:30	DGCA Conference Session
10:30 – 11:00	Coffee/Tea Break (Venue: Foyer – the Ashok Hotel)
11:00 – 12:30	DGCA Conference Session
12:30 – 13:30	Lunch (Venue: Foyer – the Ashok Hotel)
13:30 – 15:30	DGCA Conference Session
15:30 – 16:00	Coffee/Tea Break (Venue: Foyer – the Ashok Hotel)
16:00 – 17:30	DGCA Conference Session
19:00 onwards	Reception and Dinner

**Day 4: Thursday, 11<sup>th</sup> October 2012**

07:00 – 21:30	Trip to Agra
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**Day 5: Friday, 12<sup>th</sup> October 2012**

09:00 – 10:30	DGCA Conference Session
10:30 – 11:00	Coffee/Tea Break (Venue: Foyer – the Ashok Hotel)
11:00 – 12:30	DGCA Conference Session
12:30 – 15:00	Lunch (Venue: Foyer – the Ashok Hotel)
15:00 – 17:00	DGCA Conference Session Draft report – RASG APAC/2 Draft Report – 49 <sup>th</sup> DGCA Conference Closing Ceremony

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# **AGENDA**

New Delhi, India : 08 - 12 October 2012

**AGENDA ITEMS**

- Agenda Item 1:           THEME TOPIC:  
  
*“Managing Air Transport Growth in the Asia Pacific  
Region through a Collaborative Approach to Safety,  
Security and Sustainability”*
- Agenda Item 2:           REVIEW OF ACTION ITEMS ARISING  
FROM THE 48<sup>th</sup> CONFERENCE
- Agenda Item 3:           AIR NAVIGATION PLANNING AND  
IMPLEMENTATION
- Agenda Item 4:           AVIATION SAFETY
- Agenda Item 5:           AIR TRANSPORT
- Agenda Item 6:           AVIATION AND ENVIRONMENT
- Agenda Item 7:           AVIATION SECURITY
- Agenda Item 8:           TECHNICAL AND REGIONAL COOPERATION
- Agenda Item 9:           OTHER BUSINESS
- a)           Theme Topic for the 50<sup>th</sup> Conference of DGCA's
  - b)           Endorsement of Action Items arising from  
the Present Conference
  - c)           Any other Matters

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# **OPENING OF THE CONFERENCE**

New Delhi, India : 08 - 12 October 2012

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

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

The 49<sup>th</sup> Conference of Directors General of Civil Aviation (DGCAs), Asia and Pacific Regions was hosted by Directorate General of Civil Aviation (DGCA) India and was held at the Ashok Hotel, New Delhi, India.

The Conference commenced with the official opening ceremony at 0900 hours on Monday, 08 October 2012. It was attended by 188 delegates from 31 States/Administrations and 7 International Organizations.

The DGCA India, Mr. Arun Mishra extended a warm welcome to all the delegates of the 49<sup>th</sup> Conference of the Directors General of Civil Aviation of the Asia and Pacific Regions. Mr. Mishra also expressed his gratitude to the Secretary General of ICAO for his participation in an important meeting of the civil aviation authorities of the Asia and Pacific Regions.

The full text of the speech of the DGCA India is included at **Attachment 1** to this Report.

Mr. K. N. Shrivastava, Secretary, Ministry of Civil Aviation, Government of India, welcomed the dignitaries and the delegates to the 49<sup>th</sup> DGCA Conference in New Delhi, India.

The full text of the Secretary, MOCA's, speech is included as **Attachment 2** to this Report.

In his address, the Secretary General Mr. Raymond Benjamin thanked the Government of India and the Director General of Civil Aviation India for hosting the Conference. He expressed his delight at being able to attend the Conference of Directors General of Civil Aviation in a region that is home to some three quarters of the world's population and where the potential for growth was perhaps the highest.

The full text of the address by the ICAO Secretary General is included as **Attachment 3** to this Report.

The 49<sup>th</sup> DGCA Conference was opened by the Minister of Civil Aviation, Government of India. He welcomed the Dignitaries to India and to the Conference.

The full text of the address by the Minister of Civil Aviation is included as **Attachment 4** to this Report

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

The first working session of the DGCA Conference commenced at 0900 hours on Wednesday, 10 October 2012. The ICAO Regional Director, Mr. Mokhtar A. Awan, as Secretary of the Conference, welcomed all participants to the 49<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 a Chairperson of the Conference. The Head of Delegation from DCA New Caledonia proposed Mr. Arun Mishra, DGCA India, to be the Chairperson of the 49<sup>th</sup> Conference of Directors General of Civil Aviation, Asia and Pacific Regions. He provided a brief resume of Mr. Mishra's illustrious career

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achievements, wide management experience and expressed confidence that Mr. Mishra would provide able leadership to the Conference. This was supported by the Head of Delegation from Sri Lanka.

Mr. Arun Mishra 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 Bangladesh proposed Mr. Voradej Harnprasert, Director General Civil Aviation Thailand for the position. This was supported by the Head of Delegation from PNG. Mr. Voradej Harnprasert was unanimously elected as Vice-Chairperson of the Conference.

Mr. Harnprasert thanked the delegates for the honor bestowed on him and informed the Conference of Thailand's intent to host the 50<sup>th</sup> DGCA Conference in Bangkok, Thailand from 1<sup>st</sup> to 3<sup>rd</sup> July 2012. He extended an invitation to all States/Administrations in the APAC Region and the international organizations to the 50<sup>th</sup> DGCA Conference in Bangkok.

**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 had kindly agreed to moderate the respective Agenda Items:

<b>SUBJECT</b>	<b>AGENDA ITEM</b>	<b>MODERATOR</b>
Theme Topic	1	–
Review of Action Items arising from the 48 <sup>th</sup> Conference	2	–
Air Navigation Planning and Implementation	3	Mr. Norman Lo
Aviation Safety	4	Mr. Yap Ong Heng
Air Transport	5	Air Vice Marshal Mahmud Hussain
Aviation and Environment	6	Air Vice Marshal Mahmud Hussain
Aviation Security	7	Mr. John McCormick
Technical and Regional Cooperation	8	Mr. Wilson Sagati
Other Business	9	Mr. Azharuddin Abdul Rahman

**VII. EXPLANATION OF THE WORK PROGRAMME**

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

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## **AGENDA ITEM 1**

### **THEME TOPIC:**

***“Managing Air Transport Growth in  
the Asia Pacific Region through a  
Collaborative Approach to Safety,  
Security and Sustainability”***

**AGENDA ITEM 1: THEME TOPIC:**

*“Managing Air Transport Growth in the Asia Pacific Region through a Collaborative Approach to Safety, Security and Sustainability”*

**1.1** One (1) Discussion Paper and one (1) Information Paper were received under this Agenda Item. The Discussion Paper presented at the Conference was:

<b>REF.</b>	<b>TITLE</b>	<b>PRESENTED BY</b>
DP/1/1	Managing Air Transport Growth in the Asia Pacific Region through a Collaborative Approach to Safety, Security and Sustainability	ICAO

**1.2 DP/1/1 MANAGING AIR TRANSPORT GROWTH IN THE ASIA PACIFIC REGION THROUGH A COLLABORATIVE APPROACH TO SAFETY, SECURITY AND SUSTAINABILITY**

1.2.1 This paper signified collaboration as a successful tool in achieving the highest goals of efficiency of attaining ATFM and sharing the best practices to enhance safety, security and sustainability of air transportation services in the Asia/Pacific Region. Such collaboration will help authorities to avoid duplication of efforts as well as enable them to better share information and reduce work load.

1.2.2 The paper noted that the Asia Pacific Region as a whole had been experiencing a steep increase in traffic and in order to accommodate the increasing traffic and provide efficient and safe operations, airspace, aerodrome and even airport terminal capacity and capability need to be improved. Cooperation and collaboration are key enablers for the Seamless Air Traffic Management (ATM) initiative, which involved all operational factors, including new ATM procedures that increase airspace capacity.

1.2.3 The paper also noted that ICAO had always been in the forefront in accepting the ever increasing challenges. In its ongoing mission to foster a global civil aviation system that consistently and uniformly operates at peak efficiency and provides optimum safety, security and sustainability ICAO had established Strategic Objectives. Furthermore in continuation of its ongoing efforts ICAO will establish 5 Strategic Objectives for the next triennium 2014-2016- Safety, Capacity, Security, Economic Development of Air Transport and Environmental Protection.

1.2.4 The paper further highlighted the importance of airspace optimization and the need for a coordination mechanism to gain access to military administered airspace for civil use. States were encouraged to develop integrated sub-regional ATFM systems and Collaborative Decision-Making (CDM) process for better functioning traffic flow management. The paper stated that close civil-military coordination was imperative for optimizing airspace utilizations and achieving a seamless ATM operation environment for the Asia/Pacific Region, in addition to Collaborative Decision-Making (CDM) which is an important component of Air Traffic Flow Management (ATFM) and Seamless ATM initiatives.

1.2.5 The paper reported the initiatives taken in the region to develop an ionospheric model both for SBAS and GBAS to augment the performance of GNSS. Bilateral agreements signed between the States for the exchange of surveillance data across the State boundaries in the region are another example of creation of an environment of cooperation and coordination for the purpose of enhancement of safety and efficiency of operations. Similarly, the adoption of bilateral arrangements to provide information on meteorological hazards on behalf of States with excessively limited capability needs to be increasingly embraced in the region as a key risk management strategy, as had been successfully demonstrated by China and Cambodia for SIGMET issuance

1.2.6 The paper also reported that ICAO's security activities had an increasing focus on capacity building efforts in States that involved sustainable solutions for the rectification of security deficiencies. This will be achieved by focusing on seven strategic areas as outlined in the *ICAO Comprehensive Aviation Security Strategy (ICASS)*. The *ICASS, Declaration on Aviation Security* and *Aviation Security Assistance and Capacity Building Strategy* are underpinned by principles that ensure security measures are risk-focused, sustainable, cost effective, responsive and adaptive.

1.2.7 The paper stated that Airport Collaborative Decision Making (A-CDM) is a concept which aimed at improving Air Traffic Flow and Capacity Management at airports by reducing delays, improving the predictability of events and optimizing the utilization of resources. A-CDM is about partners working together and making decisions based on more accurate and higher quality information that has the exact same meaning for every partner involved. An opportunity for better use of resources, improved punctuality and predictability is the result. Better punctuality will also lead to reduced fuel consumption and lower emissions.

1.2.8 The paper concluded by stating that as the level of air traffic increases globally so to must safety standards applied at international airports. The biggest challenge for airports is to secure enough capacity in the years to come and at the same time to deliver cheap services to high safety standards. Aviation safety while always a priority will now demand millions of dollars more investment in the immediate term.

1.2.9 The paper invited the Conference to note the benefits of cooperation and coordination.

### **1.3 DISCUSSIONS ON THE PAPERS PRESENTED**

1.3.1 Nepal sought information from IATA on their Safety Campaign. IATA informed that the campaign started in 2008 was successful. This was basically a call for action plan from the ANSPs in view of the growing traffic.

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## **AGENDA ITEM 2**

# **REVIEW OF ACTION ITEMS ARISING FROM THE 48<sup>th</sup> CONFERENCE**

New Delhi, India : 08 - 12 October 2012

**AGENDA ITEM 2: REVIEW OF ACTION ITEMS ARISING FROM  
THE 48<sup>th</sup> CONFERENCE**

**2.1** One (1) Discussion Paper was received under this Agenda Item and presented:

<b>REF.</b>	<b>TITLE</b>	<b>PRESENTED BY</b>
DP/2/1	Responses from Administrations to Action Items Arising from the 48 <sup>th</sup> Conference of Directors General of Civil Aviation, Asia and Pacific Regions	ICAO

**2.2 DP/2/1 RESPONSES FROM ADMINISTRATIONS TO ACTION ITEMS ARISING FROM THE 48<sup>th</sup> CONFERENCE OF DIRECTORS GENERAL OF CIVIL AVIATION, ASIA AND PACIFIC REGIONS**

2.2.1 The ICAO Secretariat provided details of the actions taken by various States/Administrations on the Action Items arising from the 48<sup>th</sup> Conference of DGCA's. Each item was dealt with in a Power-Point presentation with the latest updates and developments provided by the Administrations. Actions taken by ICAO were also explained.

2.2.2 The Conference was informed that at the time of finalizing the paper on 27 September 2012 only twenty Administrations had provided their response. 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 twenty replies. 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.

2.2.3 The Administrations that replied supported the Action Items arising out of the 48<sup>th</sup> Conference, with most having implemented a majority of the Action Items or indicating plans to do so.

**2.3 DISCUSSIONS ON THE PAPER PRESENTED**

2.3.1 The ICAO Secretariat while commenting on the responses from States/Administrations to Action Items arising from the 48<sup>th</sup> Conference stressed that it was crucial to have the responses not only to update and raise the profile of the Conference, but more importantly to enhance its effectiveness in implementation. The ICAO Secretariat invited the Conference to review the information provided by the States/Administrations on the follow up of the Action Item and urged to take action as deemed necessary.

2.3.2 The Chairperson observed that the responses received from States/Administrations were less than 50% and urged States to pay more attention on the implementation of the action items and provide their responses in a timely manner.

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**AGENDA ITEM 3**

**AIR NAVIGATION PLANNING AND  
IMPLEMENTATION**

New Delhi, India : 08 - 12 October 2012

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

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

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

<b>REF.</b>	<b>TITLE</b>	<b>PRESENTED BY</b>
	<b>PRESENTATION-IN ASIA PACIFIC –THE FUTURE IS NOW</b>	<b>ICAO</b>
DP/3/1	APANPIRG Activities - Outcomes of APANPIRG/23	ICAO
DP/3/5	Driving Seamless ATM Operations through Regional Collaboration	CANSO
DP/3/8	PBN Flight Validation Process	Indonesia
DP/3/10	Planning Using the ICAO Performance Based Approach – Key to Successful Development and Implementation of Future CNS/ATM Systems	Australia
DP/3/16	Asia/Pacific Preparations for Implementation of Amendment 1 to the 15 <sup>th</sup> Edition of PANS/ATM (2012 Flight Plan)	ICAO
DP/3/18	Asia/Pacific Seamless ATM Planning Group Outcomes	ICAO
DP/3/20	Bangkok-Singapore CDM Initiative	CANSO, Malaysia, Singapore and Thailand
DP/3/21	Sub-Regional Air Traffic Flow Management (ATFM) Concept with Collaborative Decision Making (CDM)	Hong Kong, China, Singapore and Thailand
DP/3/22	Report on Progress and Accomplishments of the ICAO APAC Flight Procedure Programme (FPP) in 2012	ICAO
DP/3/23	Implementation of Electronic Terrain and Obstacle Data	Mongolia
DP/3/26	Harmonized efforts toward Aeronautical information Management in Asia/Pacific region	Japan
DP/3/28	GAGAN Implementation and Certification in India	India

DP/3/32	Building the Capacity and Capability of Air Traffic Management Infrastructure to Meet the Growing Demand for Air Travel Today and in Future Years	IATA
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### **3.2 IN ASIA THE FUTURE IS NOW:**

3.2.1 The paper presented by ICAO Secretariat outlined ‘A shared Vision for the Future’ with Global Strategic Plans and Better Tools for Everyone. The paper noted that Events will be focused on Priorities on Safety (Runway Safety, Reducing Controlled Flight into Terrain and Loss of Control) and Air Navigation Capacity and Efficiency (PBN, CCO and CDO). The Conference noted that the Revised PBN Manual, PBN Airspace Concepts Manual, CCO Manual, OPS Approval Manual and Flight validation Manual are available as free documents in one implementation kit.

3.2.2 The paper also presented the additional benefits from the implementation of the ASBU modules and the cost of not implementing. The paper gave information on the relevant papers on the Global Plan being presented at the 12 Air Navigation Conference and the Desired Outcomes.

3.2.3 The Moderator encouraged delegates to visit the Air Navigation/12 web site for further indulgence.

### **3.3 DP/3/1 APANPIRG ACTIVITIES - OUTCOMES OF APANPIRG/23**

3.3.1 The ICAO Secretariat presented the Outcomes from the Twenty Third Meeting of the Asia/Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG/23) held at the ICAO Regional Office in Bangkok from 10 to 14 September 2012. The Meeting was attended by 118 participants from 26 Member States and 5 International Organizations (CANSO, IATA, ICCAIA, IFALPA and IFATCA). APANPIRG/23 adopted 46 Conclusions and 7 Decisions. The Meeting Report is available at the Regional Office web site: [www.bangkok.icao.int](http://www.bangkok.icao.int) under “APANPIRG and Ssubgroups” (the username and password have been provided to all Civil Aviation Administrations in the region).

3.3.2 The Conference noted that:

1. States were urged to commence operational acceptance and processing of both Present and New Flight Plan Format FPL and ATS messages no later than 12 November 2012 in order to avoid the risks involved in the direct transition from Present to new processing.
2. South East Asia Route Review Task Force and Bay of Bengal Reduced horizontal Separation Task Force had been dissolved and any ongoing tasks delegated to existing bi-lateral /multilateral groups and coordination groups respectively.
3. The Asia Pacific Regional Search and Rescue Task Force had been established reporting to the ATM Sub group.
4. APAC/NAT AIDC Task Force had been established. States having experience of AIDC implementation were encouraged to participate and contribute. States were urged to share their AIDC implementation plan with the neighbouring States in order to implement AIDC in a timely manner.

5. An Asia/Pacific GNSS Landing System (GLS) Seminar will be convened by ICAO to provide information on emerging GLS technology, airport and airline GLS planning and development of applicable standards.
6. States were urged to share Ionospheric data from their national sources to support development of regional Ionospheric models for GBAS and SBAS.
7. APANPIRG had adopted the revised Navigation and Surveillance Strategy for the Asia and Pacific Regions.
8. APANPIRG requested Australia to establish and maintain a data base of Black list airframe broadcasting misleading ADS B data.
9. ICAO with the assistance of OPMET/M/TF will continue its efforts to improve the availability, timeliness, and regularity of OPMET data at the RODBs, SADIS and WIFS through regular monitoring and testing.
- 10 Continued efforts for standardized procedures for the issuance of MET data and improve the issuance of OPMET data with respect to timeliness, regularity and availability.
11. States were reminded on Annex 3 provisions concerning the quality management of meteorological information to be supplied to users.
12. ICAO in coordination with the World Meteorological Organization will develop strategies to foster the implementation of quality management systems for meteorological services amongst States in the APAC Region on Annex 3 provision.
13. APANPIRG promoted the use of IFSET or an advance tool/measurement capability available to estimate environment benefits accrued from operational improvements and reports the benefits on a quarterly basis to ICAO.
14. APANPIRG had adopted the Asia/Pacific Position Statement on ASBU for States to use as a reference in formulating their position for the 12<sup>th</sup> Air Navigation Conference.

**3.4 DP/3/5 DRIVING SEAMLESS ATM OPERATIONS THROUGH  
REGIONAL COLLABORATION**

3.4.1 The ADS-B and CDM initiatives described by CANSO in this paper illustrated how a collaborative approach with a strong focus on implementation is essential for realizing the region's vision of a seamless sky.

3.4.2 The ADS-B initiative aims to plug radar surveillance gaps over the South China Sea and the Bay of Bengal. Good progress in the initial phase involving Indonesia, Vietnam and Singapore has led to plans to expand ADS-B data sharing to include other airways in the South China Sea and the Bay of Bengal. At recent meetings hosted by CANSO, India and Myanmar as well as Singapore and the Philippines have agreed in-principle to share ADS-B data. A meeting with Brunei had been proposed. When completed, these projects would enhance safety and significantly increase capacity over the airways concerned.

3.4.3 CANSO also highlighted its initiative to implement CDM for city pairs starting with a pilot project for Bangkok-Singapore. This project involved the ANSPs, airports and airlines and aims to integrate A-CDM with in-flight CDM through improved information exchange among the stakeholders. The objective is greater predictability and better on-time performance for the airlines and reduced congestion at the airports. This means better use of resources for airports, airlines and ANSPs and savings in fuel consumption and carbon emissions for the flights operating on each city pair. Live trials have been conducted on a number of flights between Bangkok and Singapore in July and August 2012 and results are being evaluated. Meanwhile CANSO and ACI have since signed a Memorandum of Cooperation to promote CDM for selected city pairs at the global level.

### **3.5 DP/3/8 PBN FLIGHT VALIDATION PROCESS**

3.5.1 Indonesia is an archipelago country consisting of 13,000 islands with a total population of around 237,556,363. The population distributions per island are varied. The Implementation of PBN is one of the key to accelerate and connect their resources among islands.

3.5.2 DGCA Indonesia had been implementing Performance Based Navigation (PBN) for en-route, terminal operation and approach for some routes and airports. Related to validation process, Indonesia is facing the problem to validate the PBN based procedure due to the number limitation of flight testing fleet. It could lead to the deceleration of the flight validation.

3.5.3 Indonesia had proposed an option to the Conference - implementing flight validation by using flight simulator or commercial flight under VMC or using non-revenue commercial flight. Indonesia stated that in this case, further regulation regarding flight validation is needed.

### **3.6 DP/3/10 PLANNING USING THE ICAO PERFORMANCE BASED APPROACH – KEY TO SUCCESSFUL DEVELOPMENT AND IMPLEMENTATION OF FUTURE CNS/ATM SYSTEMS**

3.6.1 This paper invited the Conference to take into account the need for a Performance Based Approach to planning and the current hierarchy of ICAO documentation, when conducting national and regional planning activities, as well as preparing for the 12<sup>th</sup> Air Navigation Conference. While recalling that Assembly Resolution A35-15 calls for the GATMOC to be used as the common framework to guide development, planning and implementation of CNS/ATM systems, the paper highlighted that the draft GANP and ASBUs to be presented at the 12th Air Navigation Conference are not an implementation plan of themselves but rather a planning methodology, and also highlighted the consequent imperative need for States and Planning and Implementation Regional Groups to apply the Performance Based Approach guidance in the MATMSR and MGPANS. This will help : (i) ensure that performance-problems are accurately identified, scoped and understood before considering the feasibility of candidate solutions; (ii) determine whether the performance problem is due to 'lack of standards' or 'lack of implementation of existing standards'; and (iii) will also help avoid trying to fit prescriptive solutions to performance-problems that are not properly understood.

3.6.2 ASBU modules should be prioritised in a manner that is compatible with the application of the Performance Based Approach and that, whilst fostering harmonisation and interoperability, recognises the diversity of performance-problems around the world. Work on standards development and on implementation support for current standards, should also be prioritised in a manner that is compatible with the application of the Performance Based Approach and which recognises the diversity of performance-problems around the world.

3.6.3 Futuristic planning of new standards is not necessarily the solution to all performance-problems; implementation of existing standards and continuity with previous planning initiatives remain key to the delivery of benefits and smooth progress. Australia believed that a Performance Based Approach is central to strategic planning, belongs to the stakeholders, and should be applied to justify any evolutionary step toward the GATMOC and that while the ASBU initiative represents an important first step toward a strategic planning direction that is performance-oriented, it should be subject to further work to determine their final status, effectiveness, coverage and application by ICAO.

**3.7 DP/3/16 ASIA/PACIFIC PREPARATIONS FOR IMPLEMENTATION OF AMENDMENT 1 TO THE 15<sup>th</sup> EDITION OF PANS/ATM (2012 FLIGHT PLAN)**

3.7.1 The paper noted that Amendment 1 to the 15<sup>th</sup> Edition of ICAO Doc 4444 (PANS/ATM) was promulgated by a State Letter in mid-2008 and that the Amendment will become effective on 15 November 2012.

3.7.2 The paper also noted that ATM System Upgrade requirements to support Amendment 1 was dependent on the level of complexity of systems, and States handling high volumes of traffic using modern, complex systems require significant project planning effort and long lead-in times. In the case of less complex systems peripheral supporting equipment must be considered.

3.7.3 The paper highlighted that States must ensure that operational ATM and supporting units, aircraft operators, pilots and flight dispatchers were fully trained in all relevant aspects of the Amendment 1 changes and associated local processes.

3.7.4 The paper also stated agreed implementation schedule included three phases: Internal testing from 1 January to 31 March (14 States completed) 2012; External ANSP – ANSP testing from 1 April to 30 June (7 States completed).

3.7.5 The paper reminded that there had been considerable schedule slippage in the Asia/Pacific Region, with only 14 States having completed Phase 1 and 7 States completed Phase 2. This included the 6 States which have now operationally implemented the acceptance and processing of NEW format FPL and ATS messages. Hong Kong China, Singapore, Bangladesh, China, Myanmar, Indonesia, Cambodia, India, Nepal, Pakistan, Macau, Vietnam, Mongolia, Malaysia and PNG reported the current status on implementation of their New Flight Plan and readiness by 15 November 2012.

3.7.6 The Conference noted that ICAO Asia/Pacific Regional Office had conducted an assessment of the risk inherent in States' failure to successfully implement Amendment 1. The failure of any State to successfully implement Amendment 1 may lead to significant safety risks and to business risks to airspace users and air navigation service providers.

3.7.7 The paper concluded that successful implementation of Amendment 1 requires the full support and direction of the DGCA Conference, to ensure that all appropriate resources are applied.

**3.8 DP/3/18 ASIA/PACIFIC SEAMLESS ATM PLANNING GROUP OUTCOMES**

3.8.1 The paper reported that - Flowing from the DGCA Conference in Osaka in 2009, and the endorsement of the Kansai Statement, APANPIRG/22 created the ICAO Asia/Pacific Seamless ATM Planning Group (APSAPG). The first meeting was held in Bangkok in February 2012 and the second meeting in Tokyo in August 2012.

3.8.2 The paper noted that APSAPG had to date accomplished the following:

- Developed a Seamless ATM Capabilities Matrix;
- Initiated a study of the Asia Pacific Major Traffic Flows (MTF), as well as several short haul routes between busy city pairs;
- Developed an Asia/Pacific Position Statement on ASBU;
- Developed a Draft Seamless ATM Plan incorporating the Seamless ATM Principles.

3.8.3 The paper also noted that APSAPG/1 highlighted the crucial role of civil/military cooperation in Seamless ATM development. The engagement by the Military was necessary to understand that supporting the civil aviation air navigation structure was consistent with a mission to protect the nation by also protecting the vital economies of the region. Military needs must be integrated within a predominantly civil system, to achieve the necessary balance of the civil and military mission. The paper further noted that a nation's economics dictates the flexible use of airspace for civil operations and participation by Military officials in meetings.

3.8.4 The Conference was informed that there were 10 civil/military elements in the recent Seamless ATM state questionnaire. It was noted that the civil/military elements constituted 29% of the overall assessment reflecting the importance of civil/military coordination in terms of its effect on seamless ATM operations. It is important that military representatives take part in the APSAPG meetings.

3.8.5 The paper informed that APSAPG would be seeking high level support from Director-Generals for a much closer integration of systems regardless of political barriers where possible, if the Seamless ATM Plan was to ultimately succeed.

### **3.9 DP/3/20 BANGKOK-SINGAPORE CDM INITIATIVE**

3.9.1 The paper reported that under the auspices of CANSO, the aviation partners in Singapore, Malaysia and Thailand launched a pilot "Bangkok – Singapore Collaborative Decision Making (CDM) Project" with the aim to improve Air Traffic Management (ATM) efficiency between the two major cities in the Asia-Pacific Region under the CDM principle in June 2011. The pilot project aimed to demonstrate benefits and will establish best practices for other city pairs in the region.

3.9.2 The paper noted that Bangkok-Singapore CDM project's trials were successfully carried out in July and August 2012 involving eight daily return flights operated by Singapore Airlines and Thai Airways. The information on the flights were shared in near real-time with all the parties using a data template on hosted on cloud computing. The trial allowed partners to familiarize with the concept of CDM and to enable all stakeholders to share a common picture of the flights in progress.

3.9.3 The Conference noted that one of the significant benefits was the ability for the stakeholders to better plan the operational execution of the participating flights. For example, there could be a better matching of flight planning and tactical stand planning which would lead to better resource management by the ground handlers and airport operators. Another example was that Air Traffic Controllers (ATC) was able to better plan the ground traffic movement and minimize the flights' departure delay by having knowledge of its Targeted-Off-Block Time (TOBT). The TOBT, as declared by the airline, would provide ATC with the predictability to execute tactical plans to enhance ground movements. The paper also noted that the participating

airlines suggested that with better predictability, they would have the confidence to further refine their flight scheduling buffers. This would potentially translate to man-hour costs and fuel savings.

**3.10 DP/3/21 SUB-REGIONAL AIR TRAFFIC FLOW MANAGEMENT (ATFM) CONCEPT WITH COLLABORATIVE DECISION MAKING (CDM)**

3.10.1 The paper noted that Aeronautical Radio of Thailand Limited (AEROTHAI), the Hong Kong Civil Aviation Department (HKCAD) and the Civil Aviation Authority of Singapore (CAAS) managed air traffic movements at some of the busiest international air hubs in this region. In 2011, these three ANSPs each handled an average annual movement of 300,000 flights. The three ANSPs face a unique and common challenge to manage air traffic especially during periods where air traffic demand exceeds the capacity at the airports. Large scale inclement weather such as typhoon, abnormal occurrences affecting runway and prolonged runway maintenance works are example of situations where the ANSPs would need air traffic flow management to balance the demand against the capacity. These concerns provide an opportunity for the three ANSPs to collaborate toward developing an ATFM concept based on networked A-CDM. The composition of air traffic at these hubs which are predominantly international air traffic would mean that current localized ATFM concepts would not serve these international hubs with the fullest benefits.

3.10.2 The paper also noted that HKCAD, AEROTHAI and CAAS will be exploring the concept of networked A-CDM to manage the traffic flows between these three hubs at a sub-regional level. Given the high volume of international traffic at the three hubs, the collaboration could act as a “Petri Dish” to seed such concepts and also provide a test-bed facility for further research in applying ATFM at a regional level. Through collaboration and information sharing, such concept could potentially be further expanded to manage air traffic in the hubs’ catchment areas. These catchment areas could be a union of areas defined as flight time from within 4 to 5 hours range from these hubs. The concept could potentially serve as virtual ATFM units to manage air traffic flows between major hubs in the sub-region.

**3.11 DP/3/22 REPORT ON PROGRESS AND ACCOMPLISHMENTS OF THE ICAO APAC FLIGHT PROCEDURE PROGRAMME (FPP) IN 2012**

3.11.1 The paper noted that since its establishment in 2009 and with its vision of becoming the *Regional Center of Excellence in the Area of Procedure Design*, the FPP provided training and procedure design assistances to its Member States in the Asia-Pacific Region. Since the beginning of 2012, the FPP in co-operation with its partner organizations, such as ICAO COSCAPs and IATA, had successfully conducted a total of eleven (11) training courses and workshops with 318 students from eighteen (18) States/Administrations in the Asia-Pacific Region. The FPP also provided consultation, quality assurance assistance and procedure design support to various Asia-Pacific States who are the Members of the FPP. With the success of the Flight Procedure Programme (FPP), the Conference noted that more than 900 attendees had picked up some form of competence related to PBN.

3.11.2 Regarding its governance, the FPP received managerial oversights from ICAO and the FPP Steering Committee; a body consisted of representatives from the FPP Active Participating States/Administrations. The FPP currently has eleven (11) Active Participating States/Administrations and twelve (12) User Participating States/Administrations. In terms of its organization developments, the FPP pays significant attentions on four (4) strategic areas including human capacity enhancement, utilizations and deployments of appropriate information technology, financial sustainability for the organization, and ever-increasing international and regional partnerships.

3.11.3 In preparation for the FPP Phase 2 which will cover the period of 2013 - 2017, the FPP is now developing the “*Strategy Forward: Towards FPP Phase 2*” - a set of organizational strategies and initiatives which will ensure the continuation of organizational excellences and move the organization forward. The *Strategy* consists of three (3) important areas, which are 1) Enhance Internal Process, 2) Expand Value Creation, and 3) Increase Public Visibility.

3.11.4 The Conference noted with appreciation the information reported in the paper and recognized significant accomplishments of the FPP in 2012. The Conference urged States/Administrations to continue their support of the FPP.

**3.12 DP/3/23 IMPLEMENTATION OF ELECTRONIC TERRAIN AND OBSTACLE DATA**

3.12.1 This paper outlined the challenges concerning the requirements related to electronic terrain and obstacle data and presented Mongolia’s initiatives to overcome these challenges. The paper also sought the support of Director Generals to realize the safety and operational benefits of using electronic terrain and obstacle data.

3.12.2 The paper noted that Ground Proximity Warning Systems, advanced navigation displays, taxi situational awareness displays, Runway Incursion Prevention Systems, and Synthetic Vision Systems which will enhance the safety and efficiency of aircraft operations in-flight, during approach/take-off, and while maneuvering on the aerodrome surface, are information-dependent and must use accurate, reliable, with up-to-date terrain, obstacle and aerodrome mapping data. The paper also noted that implementation, provision and on-going maintenance of terrain and obstacle data (eTOD) is a costly exercise and needs careful consideration. The paper informed that Mongolia is a mountainous country especially in the North and South and the implementation of electronic terrain and obstacle data (eTOD) was of vital importance if safety was to be enhanced.

3.12.3 The Conference noted the several issues presented by Mongolia such as the level of involvement of airspace users in defining user requirements of eTOD and more specific requirements for 4 different areas for the purpose of reducing costs as well as data collection in uniform manner. Mongolia also highlighted the need for guidance materials on electronic terrain and obstacle data. The paper noted that Doc 9881 is still on the list of ICAO documents and Eurocontrol eTOD document provided guidance related to the eTOD implementation.

**3.13 DP/3/26 HARMONIZED EFFORTS TOWARD AERONAUTICAL INFORMATION MANAGEMENT IN ASIA/PACIFIC REGION**

3.13.1 The paper noted that the current aircraft operation relied heavily on the accuracy of the navigation data in Flight Management System which were compiled from aeronautical information. The paper also noted that non-adherence to AIRAC were reported in the Asia/Pacific Region even though AIRAC was an important rule to ensure the timeliness of aeronautical information promulgation to allow the aviation industries and aircraft operators update their databases. The paper urged States to recognize the importance of AIRAC adherence.

3.13.2 The paper also briefed on the importance of the transition from AIS to AIM and noted that there was a large gap between the States in the Asia/Pacific Region according to the survey conducted by ICAO Asia/Pacific Regional Office. Recognizing the slow progress of AIM implementation in the region, the paper emphasized the necessity of harmonized efforts for AIM and urged States to accelerate necessary activities for AIM. The Conference noted the current status of AIM implementation in Japan.

**3.14 DP/3/28 GAGAN IMPLEMENTATION AND CERTIFICATION IN INDIA**

3.14.1 The paper noted that GAGAN implementation and certification Programme by India is a major step to provide seamless GNSS navigation over the large part of the Asia-Pacific Region. The footprint of GAGAN encompasses most of the equatorial region and the unique feature of GAGAN makes it the only system at present that would best perform in the region due to its region specific Ionospheric algorithm. India invited States to consider the provision of SBAS services over their Airspaces for optimum utilization of the resources to derive increased capacity, efficiency and reduced emissions.

**3.15 DP/3/32 BUILDING THE CAPACITY AND CAPABILITY OF AIR TRAFFIC MANAGEMENT INFRASTRUCTURE TO MEET THE GROWING DEMAND FOR AIR TRAVEL TODAY AND IN FUTURE YEARS**

3.15.1 The paper noted the International Air Transport Industry's concern at the increasing level of air traffic delays being experienced in Asia Pacific at key airports and along major air routes.

3.15.2 The paper also noted the working group which is examining seamless ATM across Asia Pacific, yet some concern that, in the near term, the ability of the current infrastructure to meet the increasing demand could limit the economic benefits which should flow to all Asia Pacific States from a single aviation market.

3.15.3 The paper outlined IATA's intention to work with Singapore Airport, Bangkok Airport, Hong Kong – China Airport, Beijing Capital Airport and Shanghai Pudong Airport on development of Aerodrome Collaborative Decision Making (A/CDM) Programme and en-route efficiency of these key city pairs.

**3.16 DISCUSSIONS ON THE PAPERS PRESENTED**

3.16.1 DP/3/1 – The Moderator noted that APANPIRG/23 had adopted 46 Conclusions and 7 Decisions for ICAO and States to take action. He urged States and ICAO to review and take timely action.

3.16.2 DP/3/22 – France, RoK, Vietnam and IATA appreciated the work done by FPP and supported FPP to continue to Phase 2 - Strategy Forward. The Conference recognized the significant accomplishment of FPP in 2012 and adopted the action item proposed.

3.16.3 DP/3/16 – Hong Kong China, Singapore, Bangladesh, China, Myanmar, Indonesia, Cambodia, India, Nepal, Pakistan, Macau, Vietnam, Mongolia, Malaysia and PNG reported the current status on implementation of the New Flight Plan and their readiness by 15 November 2012. Director/ANB informed the Conference that ICAO with the support of IATA and CANSO will establish comments Centre which will provide the status. The Centre will open 5 days prior to 15<sup>th</sup> November 2012.

3.16.4 DP/3/18 – Singapore supported ICAO on ASBU methodology for ATM harmonization. While Singapore supported the ASBU concept it also urged the Conference to look at Block 2 and 3 as well. Bangladesh supported Singapore on this. Malaysia congratulated ICAO for the seamless ATM plan and Singapore for establishing research Centre for ATM. The Conference noted that the Asia/Pacific Position Statement on ASBU placed at Appendix 2 to Discussion Paper DP/3/18 be used as reference in formulating their position for the 12<sup>th</sup> Air Navigation Conference.

3.16.5 DP/3/10 – This paper is a follow up of ICAO discussion paper DP/3/18. The Moderator noted the action proposed in the paper and urged ICAO HQ to prioritize the ASBU Block Items with the application of the Performance Based Approach and to develop required standards ahead of implementation schedules whilst providing implementation support for current standards.

3.16.6 DP/3/8 – Moderator and IATA congratulated Indonesia on their ambitious PBN Plan. IATA offered their services to any State on validation of their PBN Implementation Plan. India stated that they have a similar type of validation.

3.16.7 DP/3/23 – Singapore appreciated Mongolia for the paper. As eToD is an essential requirement for transition from AIS to AIM the Moderator noted that this is an important paper and urged ICAO HQ to provide guidance and standards as a means for the measurement of heights in aeronautical charts.

3.16.8 DP/3/28 – Hong Kong China congratulated India for the paper. The Moderator appreciated India's efforts on providing a service that promotes GNSS applications in the region in particular states near the equatorial region and urged India to share information with Ionospheric Study Task Force.

3.16.9 DP/3/20 & DP/3/21 – IATA appreciated and supported Singapore's initiatives on A CDM. D/ANB mentioned that at the forthcoming ANC/12 the ATFM CDM Manual will be made available for use by States amongst other e-kits and web based information.

3.16.10 DP/3/26 – Mongolia and Myanmar thanked Japan for the paper. Mongolia extended invitation to States to participate at the AIM seminar being hosted by them in May 2013.

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

3.17.1 ICAO presented "In Asia the future is now" highlighting ICAO's initiatives to update GANP, GASP before each and every Assembly and introducing the ASBU and the need of such concepts.

3.17.2 The ASBU initiative is indeed a very important concept that maps out the direction for future global aviation development. It helps to harmonize the infrastructural and system development requirement in the years to come. While the Conference is supportive to a grand vision we must not lose sight on the basic requirements. For any development to be sustainable it must be cost effective, performance based and can generate additional values for all stakeholders.

3.17.3 The Asia and Pacific Regions had thoroughly discussed this subject both at the APANPIRG and at this Conference. States had agreed on the Position Statement and will make reference on it for formulation of their position when attending the ANC next month.

3.17.4 DP/3/1, DP/3/22, DP/3/16, DP/3/5 and DP/3/18 were discussed. The subject areas in these papers are all related to APANPIRG issues and are fundamental and in line with the ASBU concept.

3.17.5 All States and Administrations had contributed their valuable input and noted the encouraging update of progress on implementation of the New FPL format. With the collaborative efforts, this region will overcome the difficulties to successfully implement the New FPL format by 15 November 2012. 3 Action Items were proposed out of these 5 papers covering the following:

- Recognizing the importance of harmonization and regularity in air navigation in the region. States and Administrations are urged to review and follow up actions on the conclusions/decisions of APANPIRG/23;
- Endorsed the renewed Strategy Forward and urged states to upgrade their participation, level of membership and support FPP phase 2 Programme; and
- Urged States to review the draft Asia Pacific Seamless ATM Plan and to ensure high level attendance including military representatives at the APSAPG 3 and 4 meetings to be held in India and Hong Kong respectively.

3.17.6 Australia presented an important paper DP/3/10 reminding the participants that ASBU is meant to be a forward moving conceptual direction and not merely an implementation plan. States should identify and prioritize their own problems and issues. It is considered prudent to take performance based approach when realizing the goals of the ASBU initiatives by adopting a step by step approach.

3.17.7 An Action Item for ICAO was also proposed to prioritize the ASBU Block Items with the application of the Performance Based Approach and to develop required standards ahead of implementation schedules whilst providing implementation support for current standards.

3.17.8 Resources and expertise are common problems faced by many States and administrations in the regions as highlighted by comments from the delegate of Bangladesh. Indonesia and Mongolia in their papers DP/8 and 23 had reflected the same. Mongolia had shared their valuable experience in implementing e-TOD. An Action Item was proposed for ICAO to provide guidance and standards as to the means of measurement of heights in aeronautical charts. It is encouraging to note Singapore's initiative to develop as a Centre of excellence for Air Traffic Management (COE for ATM) on research and development on concepts, technologies and solutions to meet the region's needs.

3.17.9 DP/28 presented by India outlined the good progress on the implementation and certification of the GAGAN system. The moderator expressed his thanks to India's efforts on providing a service that promotes GNSS applications in the region in particular states near the equatorial region. India's commitment to share their experience on Regional Ionospheric Behavior studies at the Regional Task Force meeting next week in Bangkok is also appreciated by the States.

3.17.10 DP/20, 21 and 32 deliberated the collaborative efforts by Thailand, Singapore, Hong Kong, China, IATA and CANSO on promoting CDM and conducting trials on seamless ATM flights and good initiatives to implement a sub-regional Air Traffic Flow Management process. The level of Seamless ATM reflects the progress of application of latest concepts and technologies on air navigation. It helps to promote a more safe, efficient and sustainable air transport system. In this regard, an Action item was proposed to recognize the importance of a seamless ATM in the region. States with major airports are urged to implement Airport CDM and to collaborate with other states to develop a sub-regional ATFM network.

3.17.11 It is encouraging to note that with the establishment of the sub-regional office would take seamless ATM as one of their initial tasks. In the forthcoming ANC12, ATFM CDM manuals will be made available for States guidance amongst other e-kits and web based information.

3.17.12 Japan's efforts were well noted in DP/26 promoting the need for regional implementation of AIM and the stress on the importance of adhering to the AIRAC cycles. An

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Action Item was proposed to urge States and Administrations to comply with AIRAC dates and submit a basic plan with target dates of Transition elements of their AIS to AIM roadmaps. Mongolia advised the floor that they would be hosting the AIM Seminar and Meeting in May 2013.

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**AGENDA ITEM 4**  
**AVIATION SAFETY**

New Delhi, India : 08 - 12 October 2012

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

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**AGENDA ITEM 4: AVIATION SAFETY**

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

**4.1** Six (6) Discussion Papers and six (6) Information Papers were received under this Agenda Item. The Discussion Papers listed below were presented:

<b>REF.</b>	<b>TITLE</b>	<b>PRESENTED BY</b>
DP/4/3	Sharing of ADS-B Data and Establishment of a Database to Support ATC Operations and Safety Monitoring for the APAC Regions	Hong Kong China
DP/4/4	Certifying Small Air Navigation Services Providers and Aerodrome Operators in the French Overseas Territories	France
DP/4/8	Harmonizing Safety Performance Indicators	United States of America
DP/4/10	Airport and Runway Safety Programs Update	United States of America
DP/4/11	APEC Airport Safety Evaluation Visit Programme	Indonesia, Singapore, USA, Viet Nam and IATA
DP/4/12	Enhancement of Measures against Disasters	Japan

**4.2 DP/4/3 SHARING OF ADS-B DATA AND ESTABLISHMENT OF A DATABASE TO SUPPORT ATC OPERATIONS AND SAFETY MONITORING FOR THE APAC REGIONS**

4.2.1 The paper noted that many States in the APAC Regions have initiated Programmes to include ADS-B as components of their Air Traffic Management Systems. It is identified that apart from enhanced ATC surveillance, other information contained in the ADS-B reports could be used for safety monitoring purpose. This paper highlighted possible applications of ADS-B data in safety monitoring and encourages States to share their ADS-B data.

4.2.2 The paper also outlined Hong Kong, China's plan to make use of ADS-B data to support ATC operations and to develop a system for safety monitoring, and encouraged other States to share monitoring results when they are ready to establish their own blacklist for aircraft transmitting erroneous ADS-B data and perform safety monitoring using ADS-B data. The consolidated monitoring results would build a database for use by the APAC States in enhancing ATC surveillance operation over major traffic flow routes and busy airspace, as well as improving overall safety level of the entire APAC Regions.

**4.2.3 Discussion:**

4.2.3.1 Singapore thanked Hong Kong China on use of ADS-B data to support ATC operations and sharing of information in addition to encouraging other States to share monitoring results.

**4.3 DP/4/4 CERTIFYING SMALL AIR NAVIGATION SERVICES PROVIDERS AND AERODROME OPERATORS IN THE FRENCH OVERSEAS TERRITORIES**

4.3.1 The paper noted that in the field of certification and SMS requirements for aerodrome operators and ANSPs, ICAO's recommendations state that their implementation shall be commensurate with the size of the organization and the complexity of the services provided.

4.3.2 The paper also noted that being both an airport operator and an ANSP makes it difficult for small operators to cope with these requirements, especially in remote areas such as in the South Pacific. The paper stated that for the French DGAC, a harmonization of the requirements was a more efficient way to ensure the certification process and finally enhance the safety level of the operators.

4.3.3 The paper informed that to promote this idea, the safety oversight authority (DSAC) has set up special rules, guidelines and procedures to help small operators to fully comply with the requirements. This material was especially helpful to the French overseas territories located in the South Pacific: French Polynesia, Wallis and Futuna, and New Caledonia. In addition, a dedicated support from the local civil aviation safety departments was set up and special training was provided by DSAC experts to the operators. The conference noted that with this effort, the certification process and SMS implementation for these small operators were now progressing successfully.

**4.3.4 Discussion:**

4.3.4.1 Australia, New Zealand and Bangladesh did not support harmonization for small airports as this may not be achievable. India suggested that such harmonization should not be at cost of airport operator.

**4.4 DP/4/8 HARMONIZING SAFETY PERFORMANCE INDICATORS**

4.4.1 The paper noted that as part of a global effort led by ICAO to have a set of metrics common to all the regions to facilitate comparative analysis of regional developments, each of the Regions began the work of identifying Key Performance Areas in order to measure performance in specified areas of access, capacity, cost-effectiveness, efficiency, environment, flexibility, predictability, and safety. The paper informed that the DGCA's recognized that there was a need for high-level safety-related metrics in the Asia Pacific Region and agreed that the 8 indicators established by the North Atlantic Systems Planning Group had merit in the Asia Pacific Region as well.

4.4.2 The paper invited the Conference to undertake the work of determining if the data is available to support these indicators as soon as possible. The paper noted that even if every State cannot provide the necessary data to support the indicators, if it is available from a good number of States in a manner that is consistent and reliable year in and year out, the Region would still be able to make pertinent safety observations. The paper also noted that adoption of these indicators advances ICAO's efforts to effectively analyze regional developments.

**4.4.3 Discussion:**

4.4.3.1 Singapore, Malaysia and IATA supported the paper. Hong Kong China noted that the indicators mentioned should be referenced to RASMAG for action.

4.4.3.2 D/ANB stated that GASP is being updated. PIRG/RASG to look at the indicators proposed in the paper after the GASP is out.

**4.5 DP/4/10 AIRPORT AND RUNWAY SAFETY PROGRAMS UPDATE**

4.5.1 The paper noted that United States Federal Aviation Administration (FAA) placed high priority on improving airfield safety.

4.5.2 The paper also noted that improvements were being made at their airports to enhance safety such as: enhanced taxiway centerline markings to caution pilots they are approaching a runway, improved Runway Safety Areas to provide greater survivability if an aircraft leaves the runway, and runway status lights alert pilots that the runway is occupied. The paper also informed that FAA is supporting a limited installation of FOD detection systems on the primary departure runway at certain airports in 2012 to gain further operational experience with FOD detection systems.

4.5.3 The paper informed the Conference that FAA continues to hold Runway Safety Action Teams visits annually at each towered airport to review hot spots with airport users and make recommendations for improving airfield safety.

**4.6 DP/4/11 APEC AIRPORT SAFETY EVALUATION VISIT PROGRAMME**

4.6.1 The paper noted that in view of the recent significant increase in aerodrome accidents and major incidents within the APEC Region, the Asia-Pacific Economic Cooperation (APEC) had decided to fund an airport project viz. the Airport Safety Evaluation Visit Programme (ASEVP) aimed to provide low cost solutions to improve airport safety in APEC economies.

4.6.2 The paper informed that International Air Transport Association (IATA) was appointed and tasked to form a team of aerodrome experts to conduct airport site visits to two medium-sized airports of two APEC economies viz. Viet Nam and Indonesia, with the objective to enhance aerodrome safety oversight programme and to increase the airport safety capabilities within the APEC Region.

4.6.3 The paper also noted that airside visits, audit training and information sharing sessions were conducted by the team of aerodrome experts and the results of the ASEVP had been incorporated into reports for each host economy. Overall, feedback from the host economies was positive and a proposal to APEC had been submitted for the programme to continue.

4.6.4 The paper stated that there were a few possible improvements to the ASEVP and these improvements include the extension of the airport site visits, more audit training and information sharing sessions related to aerodrome inspections and audit process, the inclusion of a practical onsite visit to the airside to further reiterate the lessons learnt and the use of a translator.

4.6.5 The paper invited the Conference to note the ASEVP and its objectives, and encourage airports, especially medium-sized airports, to consider the ASEVP where appropriate or similar platforms to raise airport safety standards.

4.6.6           **Discussion:**

4.6.6.1          Vietnam extended high appreciation for the program.

**4.7           DP/4/12      ENHANCEMENT OF MEASURES AGAINST DISASTERS**

4.7.1            The paper noted that Japan is better prepared for responses to disasters through their experiences with various natural disasters. The Paper shared information on the activities taken in the event of and after the disaster and encouraged the States to note the importance of proactive measures against massive natural disasters and to consider establishing their emergency response framework and system from hardware and software sides.

**4.8           SUMMATION BY THE MODERATOR**

4.8.1            It is important to ensure aviation safety as the aviation industry grows in the Asia Pacific. As with flight safety that has been driven by the RASG, the Conference noted that it is necessary to enhance aviation safety in the region in the areas of air navigation services and aerodromes. Regulators and industry alike would need to do their part to mitigate the safety risks. We should foster stronger collaboration and greater sharing of information and best practices.

4.8.2            With respect to air navigation services, the Conference supported the sharing of the results of safety monitoring using ADS-B data; this will enhance safety in the region. The Conference also agreed to request APANPIRG/RASG to look into a set of KPIs for prioritizing the ANS safety efforts in the region, taking into account the GASP.

4.8.3            To enhance aerodrome safety, the Conference encouraged States to consider implementing airport and runway safety initiatives and leverage on the APEC Airport Safety Evaluation Programme or similar platforms to raise aerodrome standards. The Conference also encouraged interested States to work together with ICAO on the certification of and implementation of SMS by small ANSPs and airports.

4.8.4            The Conference also noted the call for States to establish an emergency response framework and systems, in particular for disasters affecting aviation.

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**AGENDA ITEM 5**

**AIR TRANSPORT**

New Delhi, India : 08 - 12 October 2012

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

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**AGENDA ITEM 5: AIR TRANSPORT**

**Moderator:** Air vice Marshal Mahmud Hussain  
Chairman  
Civil Aviation Authority of Bangladesh

**5.1** One (1) Discussion Paper and four (4) Information Papers were received under this Agenda Item. The following Discussion Paper was presented:

<b>REF.</b>	<b>TITLE</b>	<b>PRESENTED BY</b>
	Presentation- Development of Air Transport	ICAO
DP/5/2	Consumer Protection in Air Transport – Singapore’s Experience	Singapore

**5.2 DEVELOPMENT OF AIR TRANSPORT**

5.2.1 The paper presented by ICAO Secretariat highlighted the Chicago Convention, ICAO Policy on Air Transport, Assembly Resolution A 37-20 and the traffic summary by regions and regional air freight 2011. The Conference noted that Air travellers represent 51% of international tourist. The paper also presented the three dimensions of sustainability, Objectives of the ICAO Air Transport Symposium held in Montreal, 18-20 April 2012 and Goals & Achievement of Air Transport Action Group.

5.2.2 The paper also drew the attention of the Conference to the proposed new ICAO Strategic Objective on Economic development of Air Transport. The Conference also noted the Theme, Objectives and Agenda of the Sixth Worldwide Air Transport Conference (ATConf/6). The paper extended invitation to States and International Organizations to attend AT Conf/6 and proposed a dedicated seminar to brief Asia/Pacific States on the Challenges of ATConf/6 outcomes.

5.2.3 In conclusion the paper gave an insight on the Air Transportation Contribution to Economy and Facilitation Challenges.

**5.2.4 Discussion:**

5.2.4.1 Malaysia supported convening of a Regional Seminar before the Air Transport Conference scheduled for March 2013. The Moderator noted that the Pre-Conference seminar will provide guidance to States to address the impediments highlighted by ICAO. He invited States (on voluntary basis) who wished to offer hosting the Pre-Conference.

5.2.4.2 Hong Kong, China agreed/confirmed to host the Pre Conference Seminar during last week of January 2013. The Theme for the Seminar suggested was “Air Transport and Environment.

**5.3 DP/5/2 CONSUMER PROTECTION IN AIR TRANSPORT – SINGAPORE’S EXPERIENCE**

5.3.1 The paper noted that as air travel becomes more accessible to the public, especially with the proliferation of low cost travel options, the issue of safeguarding consumer interests in air transport has attracted increasing attention. Some States had chosen to regulate airline service standards while other States, including Singapore, have opted to safeguard consumer interests in air transport without additional sector-specific regulation.

5.3.2 The paper also noted that in Singapore, the air transport market had functioned well despite the absence of sector-specific regulations on air passengers' interests. Several factors specific to Singapore were described in the paper to have contributed to this outcome. These include a national consumer protection framework that encouraged consumers to be self-reliant and pro-active; Singapore's competitive and vibrant air transport market that offers a variety of choices for passengers; and a generally well-informed travelling public.

5.3.3 The Conference noted Singapore's experience and the different socio-political and economic context in which each State may determine its own air transport consumer protection policies.

#### **5.4 SUMMATION BY THE MODERATOR**

5.4.1 ICAO had drawn the Conference attention to Member State's committed and whole hearted participation in the upcoming Sixth Air Transportation Conference to be held in Montreal from 17<sup>th</sup> to 22<sup>nd</sup> March 2013. The moderator noted that a few months was left before this important meeting and urged States to present themselves with adequate preparation.

5.4.2 The Moderator thanked Singapore for sharing their experience in paper DP/5/2. The strength of Singapore lies in the approach of applying its national consumer protection, finding the ways to safeguard the interest of air passengers, as well as harnessing market forces for competition and promoting consumer education in the interests of air transport.

5.4.3 The moderator urged States to note Singapore's experience and to determine their own air transportation consumer protection policies according to its socio-political and economic context.

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**AGENDA ITEM 6**

**AVIATION AND ENVIRONMENT**

New Delhi, India : 08 - 12 October 2012

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**AGENDA ITEM 6: AVIATION AND ENVIRONMENT**

**Moderator: Air Vice Marshal Mahmud Hussain  
Chairman  
Civil Aviation Authority of Bangladesh**

**6.1** Six (6) Discussion Papers and three (3) Information Papers were received under this Agenda Item. Discussion Papers listed below were presented:

<b>REF.</b>	<b>TITLE</b>	<b>PRESENTED BY</b>
DP/6/1	Maintaining the Environmental Sustainability in Aviation Emissions in Hong Kong, China	Hong Kong
DP/6/4	States' Action Plans on Co2 Emissions Reduction Activities	ICAO
DP/6/5	Recent Developments in ICAO on International Aviation and Climate Change	ICAO
DP/6/7	Aircraft Noise Mitigation Measures in Japan	Japan
DP/6/8	Various Approaches and Measures to Address Greenhouse Gas Emissions from Aviation	Japan
DP/6/9	Sharing of Best Practices to Reduce Carbon Emissions	Singapore

**6.2 DP/6/1 MAINTAINING THE ENVIRONMENTAL SUSTAINABILITY IN AVIATION EMISSIONS IN HONG KONG**

6.2.1 The paper noted the environmental issues that support the sustainability of aviation and that aviation emissions have become a growing concern. The paper also noted that in adopting the Resolutions A37-18 and A37-19, ICAO had pledged a number of measures to reduce aviation emissions that contribute to the climate change. To support the pledge of ICAO and to maintain the sustainability of aviation in Hong Kong vis-à-vis the rapid traffic growth, aviation stakeholders in Hong Kong had taken up various measures to reduce aviation emissions. Airlines had embarked on fleet modernization programme and improvements in operational procedures to reduce fuel consumption. The airport operator carried out upgrades on the ground power facilities to reduce the need on the use of aircraft auxiliary power units, promoted the use of electrical vehicles and engaged the business partners operating at the airport on a programme to reduce carbon emission.

6.2.2 The paper reported that the Civil Aviation Department (CAD) achieved reduction of fuel consumption through the implementation of new air routes, reduction of spacing requirement on air route and Pre-tactical Air Traffic Flow Management Mechanism. Also, various environmental friendly and energy conservation measures had been adopted in the New CAD headquarters. The experience of Hong Kong in implementing the measures demonstrated the importance of collaboration among local and regional aviation partners. The conference noted that

Hong Kong will continue to support the technological standards, operational measures and guidelines developed by ICAO in reduction of aviation emissions.

**6.3 DP/6/4 STATES ACTION PLAN ON CO<sub>2</sub> EMISSIONS REDUCTION  
ACTIVITIES**

6.3.1 This paper addressed current and future ICAO initiatives to assist States in the development, submission and implementation of their action plans on CO<sub>2</sub> emissions reduction activities. The Conference noted the following;

- encourage individual States to collaborate with their national focal points for the development of States' Action Plans;
- promote the use of the ICAO IFSET tool for the quantification of environmental benefits from operational measures, as part of the development of States' action plans;
- request individual States to inform their national action plan focal points of the availability of further assistance from the ICAO Secretariat, related to the development and submission of States' Action Plans; and
- encourage national action plan focal points to attend the ICAO seminar "Assistance for Action – Aviation and Climate Change" in Montréal, Canada, from 23 to 24 October 2012.

6.3.2 The paper noted that another major area of activity in the field of international aviation and climate change is the development of a CO<sub>2</sub> certification Standard for aircraft, which is one of the most challenging tasks in the CAEP work Programme. Significant efforts have been directed for the recent agreement of a CO<sub>2</sub> metric system at the CAEP Steering Group meeting in July 2012. The Conference noted that this agreement will allow CAEP to move to the next stages, including the definition of certification procedures and the Standard's scope of applicability, to be followed by the analysis of an appropriate regulatory limit for the Standard.

6.3.3 The paper also noted that ICAO had been developing technological standards, measures and guidelines to reduce aviation emissions for the purpose of maintaining the sustainability of aviation.

**6.4 DP/6/5 RECENT DEVELOPMENTS IN ICAO ON INTERNATIONAL  
AVIATION AND CLIMATE CHANGE**

6.4.1 The paper provided a summary of the main developments on the actions requested by the 37<sup>th</sup> Session of the ICAO Assembly in the field of international aviation and climate change, in particular those actions relating to four key areas:

- 1) States' action plans and assistance to States;
- 2) Sustainable alternative fuels for aviation;
- 3) market-based measures; and
- 4) Global aspirational goals.

6.4.2 The Conference noted the information contained; and encourage individual States to actively participate in, and contribute their expertise and resources to, the work of ICAO on aviation and the environment

**6.5 DP/6/7 AIRCRAFT NOISE MITIGATION MEASURES IN JAPAN**

6.5.1 The paper noted that ICAO Committee on Aviation Environmental Protection (CAEP) had formulated the standards for reduction in aircraft noise and ICAO Member States had taken measures as stipulated by the standards.

6.5.2 The paper informed that in Japan, the problems concerning aircraft noise were severe due to limited land. The paper noted Japan's experiences to address the noise problem with in its metropolitan airports at Narita Airport, Tokyo International Airport (Haneda), and Kansai International Airport. Japan had adopted and improved upon the options available to mitigate noise from airport through these experiences. The paper noted that three options are available to address the noise problem a) relocating the airport, b) Improvement of the airport, and c) Mitigating measures for surrounding environment of the airport.

6.5.3 The Conference invited States to share information on the mitigating measures adopted to address aircraft noise.

**6.6 DP/6/8 VARIOUS APPROACHES AND MEASURES TO ADDRESS GREENHOUSE GAS EMISSIONS FROM AVIATION**

6.6.1 This paper presented by Japan focused on the importance of sharing information on various measures undertaken by States and their aviation industries to address Greenhouse Gas (GHG) emissions from aviation.

6.6.2 The paper noted that States in the Asia Pacific Region had continued to voluntarily undertake various measures to reduce aviation emissions. The paper also recognized ICAO's initiative on information sharing on various measures is useful to promote activities to reduce aviation emissions. The Conference noted that all the information collected by ICAO were available at ICAO website; [http://www.icao.int/environmental-protection/Pages/VM\\_Results-2010\\_EN.aspx](http://www.icao.int/environmental-protection/Pages/VM_Results-2010_EN.aspx).

6.6.3 The paper recommended States to recognize and undertake various measures to reduce GHG emissions from aviation and the usefulness of sharing information on best practices. It also recommended States to note the works of ICAO FPVM to promote sharing information on good practices to reduce aviation emissions among states and their aviation industries.

**6.7 DP/6/9 SHARING OF BEST PRACTICES TO REDUCE CARBON EMISSIONS**

6.7.1 The paper noted that over the years Civil Aviation Authority of Singapore, Changi Airport Group and their local carriers, had been working with international and foreign aviation organizations and other airlines to reduce aviation emissions. In a specific area, several Air Traffic Management (ATM) initiatives had been launched to reduce aircraft fuel use and carbon emissions.

6.7.2 The ATM initiatives include:

- Automatic Dependence Surveillance – Broadcast (ADS-B),
- Asia Pacific Initiative to Reduce Emissions (ASPIRE) – Daily, and
- Performance Based Navigation (PBN).

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6.7.3 A number of these initiatives were made possible through collaboration with airlines, other air navigation service providers in Asia Pacific, and international aviation organizations. The Conference noted these initiatives and urged States to consider the adoption as may be appropriate.

6.7.4 **Discussion:**

6.7.5 DP/6/4- Singapore, USA, Japan, Australia, RoK, India, Sri Lanka and Hong Kong China supported the work done by ICAO and provided the status of submission of State Action Plan.

6.7.6 DP/6/4- CANSO informed the Conference that two workshops on the IFSET were convened one in Singapore and the second in Maldives. The workshop was open to all ANSPs. 20 States benefitted from the workshop.

## **6.8 SUMMATION BY THE MODERATOR**

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

6.8.1 DP/6/1 presented by Hong Kong described the efforts of Hong Kong in reduction of aviation emission with a view to maintaining the sustainability of air transport. The Conference appreciated Hong Kong's initiative and requested other States to follow Hong Kong's experience in acquiring benefits of a collective and coordinated approach to gain maximum benefits.

6.8.2 The Conference noted the important Discussion Paper DP/6/4 presented by ICAO. The paper drew the Conference attention to ICAO seminar in Aviation and Climate change in Montreal from 23-24 October 2012. The actions to be taken by Conference include:

- Encourage States to collaborate with their national focal points for the development of States Action Plans.
- Promote the use of the ICAO IFSET tool for the quantification of environmental benefits from operational measures, as part of the development of states' action plan.
- Request States to inform their national action plan focal points of the availability of further assistance from the ICAO Secretariat related to the development action plan.

6.8.3 DP/6/5 the paper presented by ICAO had links to DP/6/4. The paper was more specific in terms of urging States in taking actions in four key areas. These include;

- States Action Plan and assistance to States;
- Sustainable fuels for aviation;
- Market based measures and
- Global aspiration goals

6.8.4 The data contained in states action plans to determine a global figure, will be integrated with the Co<sub>2</sub> assessment being prepared by committee on aviation environmental protection for the period 2010 to 2050. The assessment will be finalized by CAEP in early 2013 and will support the review by the Council.

6.8.5 Another major area of activity in the field of international aviation and climate change is the development of a Co<sub>2</sub> certification standard for aircraft, which is one of the most challenging tasks in the CAEP work program. Significant efforts have been directed for the recent agreement of a Co<sub>2</sub> metric system at the CAEP Steering Group meeting in July 2012. This agreement will allow CAEP to move to the next stages, including the definition of certification procedures and the standard's scope of applicability, to be followed by the analysis of an appropriate regulatory limit for the standard.

6.8.6 The Moderator thanked Japan for the work done at the Japanese airports with regards to noise mitigation. States were encouraged to take advantage of Japan's measures in mitigating noise disturbance. This clearly delineates social nuisance borne of aircraft noise and States must share each other's concerns in dealing with the problem.

6.8.7 The Moderator congratulated Japan for DP/6/8 on "Various Approaches and Measures to address Green House Gas Emissions from Aviation". Action arising out of the papers include:

- States undertake various measures to reduce green house gas emission from aviation;
- States to share information on good practices among States and its aviation industry in order to enhance their efforts to reduce aviation emission.

6.8.8 The last paper was presented by Singapore DP/6/9 titled "Sharing of best practices to reduce Carbon Emissions". Action for States;

- To consider the adoption of ATM initiative highlighted through ADS-B, ASPIRE and PBN in respect of sharing best practices amongst States to reduce Carbon Emissions.

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**AGENDA ITEM 7**  
**AVIATION SECURITY**

New Delhi, India : 08 - 12 October 2012

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**AGENDA ITEM 7: AVIATION SECURITY**

**Moderator: Mr. John McCormick  
Director of Aviation Safety  
CASA, Australia**

**7.1** Thirteen (13) Discussion Papers and six (6) Information Papers were received under this Agenda Item. A presentation was also made by India during the Session. The 13 Discussion Papers listed below were presented (in order of presentation):

<b>REF.</b>	<b>TITLE</b>	<b>PRESENTED BY</b>
DP/7/11	Outcomes of the High-Level Conference on Aviation Security	ICAO
DP/7/12	Key Developments and Initiatives in Air Cargo and Mail Security and Facilitation	ICAO
DP/7/13	Progress Report on the ICAO Implementation Support and Development-Security (ISD-SEC) Programme	ICAO
DP/7/14	Progress Report on the ICAO Universal Security Audit Programme (USAP)	ICAO
DP/7/10	Regional Aviation Security Priorities and Establishment of the Regional Aviation Security Coordination Forum	ICAO
Presentation	Overview of Aviation Security in India –Collaboration and Challenges	India
DP/7/7	Aviation Security Meetings in Parallel at DGCA: Has the Time Come?	United States of America
DP/7/16	Aviation Security Developments in the Asia and Pacific (APAC) Regions	Singapore
DP/7/3	Pacific Directors of Civil Aviation: Aviation Security Forum	Papua New Guinea
DP/7/18	Cooperative Aviation Security Programme Asia and Pacific Regions	ICAO
DP/7/4	Promoting Unpredictability in a Collaborative Environment	United States of America
DP/7/6	Implementing the Requirements on the Carriage of Weapons by Individuals	Republic of Korea
DP/7/5	Evolving Domestic “Known” or “Trusted Traveler” Programs to an International Posture	United States of America
DP/7/15	The Collaboration between the AEO System and the KS/RA System in Japan	Japan

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**7.2** In the context of the *Convention of International Civil Aviation* and Policies on Air Transport Director Air Transport Bureau presented Discussion Papers 7/11-7/14, inclusive:

**7.2.1. DP/7/11 OUTCOMES OF THE HIGH-LEVEL CONFERENCE ON AVIATION SECURITY:**

7.2.1.1 The presentation noted that over 700 participants (including 24 Ministers) from 132 States and 23 international and regional organizations attended the High Level Conference.

7.2.1.2 Ministerial participation at the High-level Conference sent a clear signal to the world: ICAO continues to address aviation security risks as a highest priority.

7.2.1.3 Strong commitment to improve the effectiveness of aviation security while maintaining the balance between the needs of facilitation and efficiency eg peak hour and time spent by passengers in the terminal.

7.2.1.4 The Conference Communiqué provides a 20-point blueprint for global action.

**7.3 DP/7/12 KEY DEVELOPMENTS AND INITIATIVES IN AIR CARGO AND MAIL SECURITY AND FACILITATION:**

7.3.1 Key policies and developments that are underway include Amendment 13 to Annex 17 supported by Guidance material to be provided in the 9<sup>th</sup> Edition of *Aviation Security Manual* to appear in 2014 and the on-going meetings of the Working Group on Air Cargo Security.

7.3.2 There are a significant number of collaborative initiatives underway relating to air cargo and mail security and facilitation between ICAO, World Customs Organisations, Universal Postal Union and industry. Two of those initiatives are pilots being led in the Asia and Pacific Region relating to training and alignment of Customs and security requirements.

**7.4 DP/7/13 PROGRESS REPORT ON THE ICAO IMPLEMENTATION SUPPORT AND DEVELOPMENT-SECURITY (ISD-SEC) PROGRAMME:**

7.4.1 The ICAO Aviation Security Assistance and Capacity Building Strategy was approved in May 2011. The Strategy informs the delivery of assistance and capacity building activities based on five focus areas.

7.4.2 The performance by the Asia and Pacific Region as at October 2012 based on USAP findings concludes there is room for improvement. The role of the Regional Office and the Cooperative Aviation Security Programme – Asia Pacific (CASP-AP) was recognised as key resources to States for assistance with improving aviation security.

7.4.3 The Conference was also briefed on the following:

- a) The Machine Readable Travel Document (MRTD) Programme, including the availability of assistance to States with MRTD-related capacity-building activities;
- b) Role of the ICAO PKD as the most efficient mechanism for distributing public keys required to verify and authenticate ePassports

- c) The new ICAO Strategic Objective ‘*Security and Facilitation*’. The inclusion of *and Facilitation* reflects the ICAO’s leadership in aviation security, facilitation and related border security matters. The inclusion stresses the importance of facilitation as an element of aviation security.

7.4.4 During discussions Singapore endorsed the close collaboration between WCO – ICAO and highlighted that the ICAO-WCO Joint Conference on Air Cargo Security hosted by Singapore in July 2012 paved the way for a risk based approach to enhancing air cargo security. Singapore noted it continues to contribute to the efforts to a seamless, efficient and security supply chain security.

**7.5 DP/7/14 PROGRESS REPORT ON THE ICAO UNIVERSAL SECURITY AUDIT PROGRAMME (USAP):**

7.5.1 Phase II of the USAP commenced in 2008 and will conclude in 2013. The transition to the USAP-Continuous Monitoring (and risk based) Approach to be complete by end 2014 with full implementation beginning in early 2015.

7.5.2 The performance by the Asia and Pacific Region as of October 2012 based on USAP findings concludes there is room for improvement. The role of the Regional Office and the Cooperative Aviation Security Programme – Asia Pacific (CASP-AP) was recognised as key resources to States for assistance with improving aviation security.

**7.6 DP/7/10 REGIONAL AVIATION SECURITY PRIORITIES AND ESTABLISHMENT OF THE REGIONAL AVIATION SECURITY COORDINATION FORUM**

7.6.1 Since the endorsement of the ICAO Comprehensive Aviation Security Strategy (ICASS) as the aviation security strategic plan of action for 2011-2016 at the 36th Session of the Assembly a number of strategies and fora have referenced the Regional Office’s role in the implementation ICASS and related activities.

7.6.2 In the context of the ICASS and taking account of the region’s aviation characteristics eight aviation security priorities for the Asia and Pacific Regional Office have been identified. This includes the establishment of a Regional Aviation Security Coordination Forum. The Discussion Paper briefly discussed each of these priority areas.

7.6.3 The Conference was invited to:

- a) note the eight priority areas, including agreeing to the establishment of the Regional Aviation Security Coordination Forum;
- b) consider the establishment of the Regional Aviation Security Forum with the Terms of Reference to be drafted in consultation with the aviation security partners.

7.6.4 States expressed support for the eight identified priority areas presented in the Discussion Paper and congratulated ICAO on the initiative in identifying those.

7.6.5 The Conference agreed to the establishment of the Regional Aviation Security Coordination Forum (RASCF) to be held in conjunction with the DGCA Conference, noting the benefits brought by holding the Regional Aviation Security Group meeting held in conjunction with the 49<sup>th</sup> DGCA Conference.

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7.6.6 The Conference agreed (as an action item) that the RASCF Terms of Reference, including the Forum's timing relative to other meetings that occur in conjunction with the DGCA Conference, will be developed by ICAO in consultation with aviation security partners. The Conference agreed the inaugural Forum is to be held in conjunction with the 50<sup>th</sup> DGCA Conference, Thailand.

7.6.7 The Conference noted that the Forum:

- a) Will be held as part of the suite of the meetings held during the DGCA Conference period;
- b) Will not duplicate the efforts of existing aviation security fora such as the Heads of Regulators Meeting;
- c) Will be supported by the Regional Office and will not require States hosting the DGCA Conference to lead the Forum;
- d) Is likely to attract different personnel to that attending the DGCA Conference. Furthermore, States were encouraged include security personnel to the DGCA as currently occurs for other aviation disciplines.

**7.7 PRESENTATION: OVERVIEW OF AVIATION SECURITY IN INDIA –  
COLLABORATION AND CHALLENGES**

7.7.1 It is noted that there is no Discussion Paper to accompany this presentation.

7.7.2 The presentation described:

- India's aviation security arrangements;
- The challenges faced by India that are common amongst most States;
- International cooperation activities that India is currently involved with;
- ICAO's endorsement of the Aviation Training Academy in New Delhi as an Aviation Security Training Centre;
- Recent initiatives including: deployment of radiological detection equipment, establishment of security holds areas for cargo and airport level risk assessment;
- India's use of modern technology including deployment of body scanners and strengthening of the in line hold baggage screening system; and
- The need to sharing information in relation to research and development, best practice and the latest technology in security to enhance aviation security.

7.7.3 During the discussion ICAO clarified that Technical Cooperative Bureau provided India with assistance with the establishment of its security force. ICAO advised that this type of assistance is available to other States through the Technical Cooperative Bureau.

**7.8 DP/7/7 AVIATION SECURITY MEETINGS IN PARALLEL AT DGCA: HAS THE TIME COME?**

7.8.1 The DGCA Conference is one of the most diverse forums at which issues impacting multiple States are addressed. However, the Conference has historically been focused on aviation safety. With the explosive growth of passenger volume in the region and the corresponding crescendo of interest in security, the time has come to decide whether DGCA Conference should be a forum for full discussion of all aviation issues – both safety and security. As Asia-Pacific’s aviation market dramatically expands, it inherits and must address the security threats well beyond its own borders.

7.8.2 The United States proposed and recommended that the Conference hold parallel security meetings at future DGCA Conferences. The United States noted that the proposal in DP/7/7 is consistent with the proposal made by ICAO in DP/7/10.

7.8.3 Furthermore, the United States reiterated its support for the:

- a) proposal made by ICAO in DP/7/10 to establish the Regional Aviation Security Coordination Forum;
- b) role of the Heads of Regulators and other State based initiatives relating to collaboration.

7.8.4 The discussion reiterated the Conference’s agreement to DP/7/10, including the agreement that format will be discussed through the Terms of Reference consultation but notes the suggestions made during this session.

**7.9 DP/7/16 AVIATION SECURITY DEVELOPMENTS IN THE ASIA AND PACIFIC (APAC) REGIONS**

7.9.1 The paper was presented on behalf of Australia, Brunei Darussalam, Cambodia, Hong Kong China, India, Indonesia, Japan, Lao People’s Democratic Republic, Malaysia, Myanmar, Philippines, Singapore, Sri Lanka, Thailand and Vietnam. The paper was developed through at the 3<sup>rd</sup> Heads of Regulators meeting held in July 2012.

7.9.2 The paper acknowledged that Asia and Pacific (APAC) Region is a major region of growth characterized by a diversity of aviation security systems and capacity. In recent years, a number of aviation security initiatives have been undertaken in the Asia and Pacific Regions. They include Ministerial aviation security conferences held in partnership with the ICAO; conduct of aviation security training at major civil aviation institutes and ICAO ASTCs; aviation security capacity building and technical assistance; and regular platforms such as the Asia-Pacific Heads of Aviation Security Regulators’ Meeting for information sharing on aviation security issues. The States in the APAC region will continue to undertake the following to heighten the level of aviation security awareness, standard and expertise in the Asia and Pacific Regions:

- Support the implementation of the ICAO Comprehensive AVSEC Strategy (ICASS) which was endorsed at the 37th ICAO Assembly in September/October 2010.
- Support the work of the ICAO in refining and developing new, effective, and practical SARPs for the benefit of all ICAO Member States, and in moving towards an outcomes-based approach to security.

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- Continue to promote the effective implementation of Annex 17 SARPs amongst States in the Asia and Pacific Regions;
- Support the role of the ICAO Asia Pacific Regional Office in providing assistance and coordinating capacity building and technical assistance efforts between States requiring assistance and those States and agencies willing to provide the assistance;
- Encourage the Asia and Pacific States to participate in and utilize the ICAO Aviation Security Point of Contact (PoC) Network and the ICAO AVSECPaedia;
- Share best practices and new developments such as air cargo security, quality control, and the use of new aviation security screening technology;
- Encourage further engagement with industry on understanding new and emerging aviation security challenges and requirements, and exploring practical approaches and measures; and
- Give emphasis to addressing implementation issues related to air cargo security requirements in a practicable, sustainable and cost effective manner.

7.9.3 The Conference was invited to:

- a) note the key aviation security initiatives in the Asia and Pacific Regions; and
- b) encourage Aviation Security regulators of the Asia and Pacific Regions to continue pursuing the various initiatives and efforts to strengthen international aviation security standards and enhance collaboration with each other, the ICAO, industry bodies, and other stakeholders.

**7.10 DP/7/3 PACIFIC DIRECTORS OF CIVIL AVIATION: AVIATION SECURITY FORUM**

7.10.1 Papua New Guinea presented the paper on behalf of Directors of Civil Aviation from Pacific Member States. The paper highlighted the ongoing efforts by Pacific Island Countries and Territories to achieve aviation security outcomes and to comply with international obligations. It also drew attention to the many challenges faced by Pacific Nations and the important role that can be played by; regional bodies, key aviation stakeholders and donor States.

7.10.2 The paper also introduced two key documents; the meeting outcomes from a regional aviation security forum attended by Pacific Directors of Civil Aviation and a Joint Statement on the International Civil Aviation Organization Declaration on Aviation Security.

7.10.3 The Conference was invited to note the information contained in this Paper, specifically:

- a) The contents of the Pacific Directors of Civil Aviation meeting outcomes provided as Attachment 1;
- b) The contents of the Joint Statement on the International Civil Aviation Organisation Declaration on Aviation Security, drafted in May 2011 and reaffirmed in June 2012 provided as Attachment 2;

- c) The ongoing efforts of civil aviation administrations in the Pacific Region to support harmonisation and the achievement of sustainable aviation security outcomes;
- d) The geographical and financial challenges faced by Pacific Member States wishing to be represented at forums and conferences;
- e) To consider ways of assisting the Pacific Island Countries and Territories to meet the geographical and financial challenges they face in complying with the ICAO standards and recommended practices.

**7.11 DP/7/18 COOPERATIVE AVIATION SECURITY PROGRAMME ASIA AND PACIFIC REGIONS**

7.11.1 The presentation was made in behalf of the 22 CASP-AP member States and is being delivered at the instruction of the 9<sup>th</sup> Steering Committee meeting Chaired by India:

7.11.2 CASP-AP is an effective and mature capacity building body which supports over 50% of the States/Administrations in the Asia and Pacific Region. It provides additional support in the traditional ICAO areas of strengthening regulatory oversight by States, but also has the capability of extending training and assistance to various aviation industry entities.

7.11.3 This paper includes the identification of some major differences between the aviation safety and aviation security disciplines, although a failure in either of these provides similar results.

7.11.4 As a cooperative and regionally based organization CASP-AP is able to use advantages of scale to provide outcomes for developing and lesser developed member States in a relatively cost-effective manner. It is also able to react to change and new needs by targeting issues in a timelier manner than ICAO itself.

7.11.5 The paper seeks to raise awareness of the achievements of CASP-AP within member and non-member States and requests States to consider their positions on the provision of support for CASP-AP.

7.11.6 The Conference's attention was drawn to Discussion Paper Attachments 1 and 2 outlining the signatories and payments for membership with an update that Cambodia funding is pending and Singapore had signed in September 2009. Malaysia noted it will make its contribution by the end of calendar year 2012.

7.11.7 The Conference supported CASP-AP's calls for States to join and donor states to make contributions.

7.11.8 The Conference noted Singapore will host CASP-AP training and the 10<sup>th</sup> Steering Committee Meeting in 2013.

7.11.9 ICAO reminded the Conference that CASP-AP is dependent upon the contributions of States and reiterates that without the support of States CASP-AP cannot operate. Director General's assistance was sought in overcoming the funding situation and training.

**7.12 DP/7/4 PROMOTING UNPREDICTABILITY IN A COLLABORATIVE ENVIRONMENT**

7.12.1 The paper noted that Collaboration does not happen on its own, especially when security measures are designed to be unpredictable and procedures within one organization are questioned for the good of the whole. The U.S. Transportation Security Administration (TSA) experienced this challenge firsthand upon introducing the TSA Security Playbook, and provided a collection of lessons learned to foster sustainable collaboration between airport stakeholders in the future. A collaborative, risk-based approach serves as a model tactic to strengthen security of, and build sustainability within, the aviation domain, especially in the current fiscal climate.

7.12.2 Aviation security partners in the United States initially struggled with recognizing and integrating such an effort into airport operations. Now, with the benefit of reflection after years of practice, the US Administration had the opportunity to take a unique look at the ripple effects spawned from the implementation of Playbook. While the narrative surrounding Playbook has been directed primarily on deterrence of terrorist threats, this paper examined efforts from a stakeholder's "What's in it for me?" perspective, as changing economic and operational conditions have created a different lens through which to assess its impact.

**7.13 DP/7/6 IMPLEMENTING THE REQUIREMENTS ON THE CARRIAGE OF WEAPONS BY INDIVIDUALS**

7.13.1 Current ICAO guidelines require that weapons, such as firearms, should only be allowed to be carried in the aircraft hold when the requirements on the carriage of weapons are met. The Republic of Korea (ROK) has strictly inspected whether firearms are transported in compliance with the transportation requirements.

7.13.2 As a result, firearms that failed to meet those requirements have continuously been identified during the transfer hold baggage screening process at Incheon International Airport. If these firearms are not thoroughly inspected during the hold baggage screening process, following problems may occur:

7.13.3 First, unauthorized persons may exploit those firearms at the airport of origin or those firearms can be used to conduct unlawful interference. Second, transfer passengers with malicious intent may use those firearms at certain airports where passengers are permitted to handle their baggage in the transfer process. Third, Firearms may enter into the state of the final destination without import permits and be used for criminal purposes.

7.13.4 For these reasons, each Member State need to verify in their screening process whether firearms meet the relevant requirements because they are potential threats to the safety of civil aviation. By doing so, we can prevent potential act of terrorism using unauthorized firearms in the air-side as well as potential use of those firearms for criminal purposes in the State of final destination. Moreover, it will improve efficiency of screening and facilitate the confirmation process at the transfer airport.

7.13.5 In conclusion, the ROK invited the Conference to request ICAO to review the Doc 8973 Aviation Security Manual to include the confirmation process whether firearms meet the requirements on the carriage of weapons in the hold baggage screening process and encourage Member States to ensure that firearms carried in the aircraft hold correspond with the concerned requirements and to establish relevant domestic regulations.

**7.14 DP/7/5 EVOLVING DOMESTIC “KNOWN” OR “TRUSTED TRAVELER” PROGRAMS TO AN INTERNATIONAL POSTURE**

7.14.1 The paper noted that Global supply chain security is focused on securing and facilitating the movement of passengers and cargo within the international travel network. The challenge is daunting, as the volume of domestic and international travel continues to grow significantly. This paper focused on one critical component of global supply chain security: securing and facilitating passenger movements through international aviation infrastructure.

7.14.2 As border control and transportation security agencies work to achieve the twin goals of security and facilitation, a growing number of domestic agencies have begun to implement “Known” or “Trusted” traveler programs, which provide alternate security procedures designed to streamline the movement of program participants. However, these programs are generally limited to domestic facilitation, and as travel transcends borders, the challenge faced is to facilitate passenger movement throughout the entire aviation network while maintaining security. This paper proposed one approach to evolving domestic programs to an international posture by drawing upon proven administrative and technological solutions.

7.14.3 Discussion reinforced the tenets of the papers and endorsed the *trusted traveler* proposal which supports the ICAO’s DP/7/10 comments relating to risk based security.

7.14.4 The Conference was informed that that *checkpoint of the future* is a transition to risk based screening and the USA noted it was pleased to have the cooperation of this region in the development of the prototype to evaluate how the measures can be improved in the future to improve facilitation.

7.14.5 The Conference was informed that the Smart Gate Programme is being expanded.

**7.15 DP/7/15 THE COLLABORATION BETWEEN THE AEO SYSTEM AND THE KS/RA SYSTEM IN JAPAN**

7.15.1 The paper noted Japan introduced a system of known shippers and regulated agents in 2005 to ensure the security of air cargo.

7.15.2 While the discussion about security enhancement for air cargo has conducted in the various international fora after an attempted terrorist attack occurred in October 2010, and collaboration between aviation security authorities and customs authorities is recognized as one of the most important issues. The ICAO and the WCO agreed to cooperate in 2011, and both organizations reaffirmed their commitment to enhance their collaboration in securing air cargo at the HLCAS held in this September.

7.15.3 This paper sought to raise awareness of the collaboration between aviation security authorities and customs authorities, the AEO system and the KS/RA system in Japan, and invited the Conference to:

- a) Note the awareness of collaboration in Japan
- b) Strengthen collaboration with the WCO in each State
- c) Share information about the collaboration with the WCO among relevant States.

**7.16** The Secretary-General thanked the Conference for the active discussion and cooperative approach to aviation security matters. Secretary-General noted:

- 1) Globally, aviation security is “in a much better place” now than we have been in the past;
- 2) The new strategic objective, which includes reference to *facilitation*, highlights the fundamental need to balance security and facilitation particularly in regards to cargo security. This calls for a need to focus on smarter aviation security systems which will rely on enhanced technology, dissemination of intelligence and sharing of information;
- 3) There is increasing cooperation between ICAO, World Customs Organisation, Universal Postal Union and Industry and that he believes in “joining forces” to enhancing aviation security;
- 4) ICAO’s increased focus on capacity building. ICAO continues its auditing role but now must focus on the implementation element to improve security worldwide.

**7.17 SUMMATION BY THE MODERATOR**

7.17.1 The Moderator expressed the need to continue to be vigilant and improve security efforts given the threat remains.

7.17.2 The Moderator acknowledged the efforts by ICAO in enhancing aviation security through the establishment of the Regional Aviation Security Coordination Forum and commended the States on their support for this initiative. The Moderator noted that the Regional Office will work on the details, specifically the Terms of Reference, for the Forum’s establishment in consultation with aviation security partners, noting the suggestions made about format during the Agenda Item.

7.17.3 The Moderator reiterated the assistance that can be provided to States through the Regional Office, including CASP-AP and Technical Cooperation Bureau, with CASP-AP relying on the contributions of States for its ongoing operation.

7.17.4 States’ efforts to enhance security whilst considering facilitation, including activities relating to known travelers and harmonisation of Customs and security requirements for cargo, was discussed and ongoing efforts encouraged.

7.17.5 Papers pertaining to unpredictability in a collaborative environment and the carriage of weapons by individuals were noted.

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**AGENDA ITEM 8**

**TECHNICAL AND REGIONAL  
COOPERATION**

New Delhi, India : 08 - 12 October 2012

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

**Moderator:** **Mr. Wilson Sagati**  
**Chief Executive Officer and Director**  
**Civil Aviation Safety Authority of Papua New Guinea**

**8.1** Two (2) Discussion Papers and two (2) Information Papers were received under this Agenda Item. Discussion Papers listed below were presented.

<b>REF.</b>	<b>TITLE</b>	<b>PRESENTED BY</b>
DP/8/1	The Role of the ICAO Technical Cooperation Programme	ICAO
DP/8/2	Management of Public Health Emergencies in Aviation - Funding the CAPSCA Programme Beyond 2012	ICAO

**8.2 DP/8/1 DGCA – 49/DP/8/1: THE ROLE OF THE ICAO TECHNICAL COOPERATION PROGRAMME**

8.2.1 The paper highlighted the Role of the ICAO Technical Co-Operation Programme and provided the Conference an overview of the ICAO Technical Co-operation Programme (TCP), its policies and strategies and the advantages for recipient States. The paper noted the type of services offered under TCB, such as recruitment of international experts and national professionals, provision of training, strengthening of training institutions, and procurement of equipment and services.

8.2.2 The paper also noted the advantages for recipient States, donors, financing institutions and other development partners in having ICAO as a partner in the implementation of civil aviation projects. The paper informed that TCB offers services under the most favourable and cost-effective conditions. Moreover as it does not represent any particular commercial interest, it guarantees strict neutrality, objectivity and transparency in addition to fulfilling compliance with ICAO Standards and Recommended Practices.

8.2.3 The paper reported that in addition to country-specific projects the ICAO's technical cooperation activity in the APAC regions included seven regional/sub-regional Programmes to maintain and continuously improve the safety, security and sustainability of aviation in the region. The Cooperative Aviation Security Programme for Asia and the Pacific (CASP-AP) is dedicated to aviation security, the Co-operative Arrangement for the Prevention of Spread of Communicable Disease through Air travel (CAPSCA) was an aviation medicine initiative aiming to ensure the sustainability of aviation operations. In Addition, the three active Co-operative Development of Operational Safety and Continuing Airworthiness Programmes (COSCAPs) in the Asia and Pacific Regions (i.e. North Asia, South Asia and South-East Asia), ICAO Regional Flight Procedure Programme (FPP) and the IFFAS Grant Project on Aerodrome Certification and SMS Implementation in the South Pacific were dedicated to improve aviation safety.

8.2.4 The paper highlighted that certain important privileges were applicable to civil aviation authorities procuring equipment through ICAO's Civil Aviation Purchasing Service (CAPS), based on ICAO's status as a UN Specialized Agency, and given the volume and frequency of purchases carried out. To ensure the efficiency of procurement services offered under the ICAO

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TCP, TCB had implemented a quality assurance process through ISO 9001–2008 Certification of its Procurement Section in January 2012.

8.2.5 The Conference noted the measures that have been put in place for closer Technical Cooperation Bureau/Regional Office integration, where the RO(s) are the regional representation of ICAO to States, as well as support TCB activities in the region. Closer integration of Technical Assistance and Technical Cooperation project activities into RO as well as a quality assurance mechanism being developed and implemented will ensure the timely and effectiveness of the implementation of TCB projects.

8.2.6 **Discussion:**

8.2.7 Solomon Islands supported the assistance provided by ICAO through the IFFAS Grant Project on Aerodrome Certification and SMS Implementation in the South Pacific and encouraged ICAO to continue in such efforts.

8.2.8 At a request for elaboration from Singapore with regards to technical cooperation and technical assistance and funding sources the ICAO Secretary General informed the Conference that the definitions for these two terms would be presented to the ICAO Council in the forthcoming session for approval. Technical Cooperation (TC) projects undertaken through TCB will essentially encompass State funded projects for their own benefit, while technical assistance (TA) projects will be trust funds funded by other sources which would include SAFE, AVSEC funds etc. held by ICAO. TA would be immediate and short term assistance provided through relevant ICAO Bureaus. To enhance ICAO projects delivery, the formulation of both TA and TC projects and the corresponding evaluation will be done through relevant ICAO technical bureaus and regional offices.

8.2.9 Finally it was emphasised that while the TCB assistance mechanism is not for all, there is still a pressing need for such assistance to some States. The Secretary General also provided the meeting with insights on changes he had made within the TCB management and organisation which included funding the TCO positions in 5 Regional Offices to reinforce technical cooperation activities at the regional level.

**8.3 DP/8/2 MANAGEMENT OF PUBLIC HEALTH EMERGENCIES IN AVIATION - FUNDING THE CAPSCA PROGRAMME BEYOND 2012**

8.3.1 The paper noted that 18 Asia Pacific States/Administrations participated in the CAPSCA-Asia Pacific Project ([www.capsca.org](http://www.capsca.org)) and 10 international airports in 7 States/Administrations in the APAC region have received Assistance Visits. The paper also noted that CAPSCA Assistance Visit Missions reviewed State/Administration, airport and airline preparedness plans to ensure that harmonized and relevant Public Health Emergency Preparedness policies, training and communication procedures are in place.

8.3.2 The paper highlighted the aim and achievements of the project and provided a rationale for prioritizing the CAPSCA regional project in future funding. The main objective of CAPSCA is to assist in developing an effective preparedness plan for aviation to handle and minimize the economic and social impact of the outbreak of a public health emergency. The paper also noted that the public health authority and civil aviation authority of a State had inadequate knowledge, skills, and implementation tools for developing effective preparedness planning and implementation. A multi-sector approach was therefore required that facilitated:

- communication, coordination, cooperation and collaboration especially between the aviation and public health sectors, at all levels, from national authorities to aviation system service providers;
- improvement and harmonization of public health emergency response plans in the aviation system;
- reduction of the impact of public health emergencies on populations; and
- adoption and application of related ICAO Guidelines as well as the World Health Organization International Health Regulations (2005).

8.3.3 The paper reported that CAPSCA, with the collaboration of ICAO and other UN agencies such as WHO, and aviation industry organizations such as IATA and ACI, had been actively engaged to develop and implement safeguards in the event of an outbreak of a serious communicable disease. The Conference noted that the primary source of funding for CAPSCA is currently the UN Central Fund for Influenza Action grant, which ends in December 2012. To enable the ICAO CAPSCA programme to continue beyond 2012, additional funding sources must be identified or otherwise the activities will need to be scaled back significantly.

8.3.4 The paper concluded that it was necessary to identify a sustainable financing mechanism. In addition, PHE preparedness is necessary for WHO future certification of compliance with IHR (2005) at the designated point-of-entry points at airports.

#### **8.3.5 Discussion:**

8.3.6 Australia emphasized the need for prevention of any duplication of efforts between WHO and ICAO to facilitate implementation of relevant aspects of the International Health Regulations (IHR). Australia endorsed the future direction of CAPSCA which involve a ‘whole of society approach’ to disaster preparedness.

8.3.7 The ICAO Secretary General informed that he would be bringing up the need for greater collaboration between ICAO and WHO in his forthcoming meeting with the Director General WHO. Recognizing the need for continuance of the CAPSCA Programme he confirmed that ICAO would be allocating regular programme funding to help support the activities of CAPSCA during 2013.

### **8.4 SUMMATION BY THE MODERATOR**

The Moderator summarized the session as follows:

8.4.1 In DP/8/1 the Secretariat gave an overview of the role of ICAO TC programme, its policies and strategies including advantages to recipient States, donors, financing institution and other developing stakeholders, partnering ICAO in implementing aviation projects in APAC Region.

8.4.2 The services and activities towards improving safety, security and sustainability in aviation such as CASP-AP, CAPSCA, COSCAP, ICAO FPP and IFFAS Grant Project in South Pacific were highlighted. The Conference was informed that closer integration of Technical Assistance (TA) and Technical Cooperation (TC) project activities into Regional Office (RO) were part of the reinforcement strategy taken to enhance close relations of RO with States to improve coordination.

8.4.3 States were encouraged to note the ICAO TC Programme role and the advantages derived from using it, in addition to using the TCP for development and implementation of their civil

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aviation projects. The Conference urged States to make direct contact with the APAC TC Office for assistance.

8.4.4 The Conference recognized the role and advantages to States/Administrations derived from the ICAO Technical Co-operation Programme and in accordance with the provisions of the ICAO Assembly Resolution A36-17, the Conference encouraged States/Administrations to give due consideration to the ICAO Technical Cooperation Programme for development and implementation of their civil aviation projects.

8.4.5 DP/8/2 paper informed the Conference about the importance of public health emergency planning in aviation because communicable diseases can spread quickly and have great impact on national economies. The Conference noted that CAPSCA was established in 2006 by ICAO to develop harmonized multi-sector guidance for States and funded by the UN CFIA funds. The Conference also noted that by end 2012 no further funding support will be available from this source.

8.4.6 The Conference noted the significant achievements undertaken by CAPSCA during its period of existence including amendments related to public health to Annex 6, 9, 11 and 18. The main issue now is funding and this paper offers various possibilities for funding and seeks strong support from States/Administrations.

8.4.7 The Conference recognized the effectiveness of CAPSCA in the area of Public Health Emergency preparedness planning and urged States to:

- a) support ICAO to continue the CAPSCA Project beyond 2013 and propose possible sources and future mechanisms to fund the continuity of CAPSCA;
- b) Improve communication, coordination, cooperation and collaboration among civil aviation and public health authorities in order to develop capacities for public health emergency preparedness in the civil aviation system.

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## **AGENDA ITEM 9**

### **OTHER BUSINESS**

- A: Theme Topic for the 50<sup>th</sup> Conference of DGCA's**
- B: Endorsement of Action Items Arising from the Present Conference**
- C: Any Other Matters**

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**AGENDA ITEM 9: OTHER BUSINESS**

**Moderator:** Mr. Azharuddin Abdul Rahman  
Director General  
Department of Civil Aviation, Malaysia

**9.1** Six (6) Discussion Papers were received under this Agenda Item. Discussion Papers listed below were presented:

<b>REF.</b>	<b>TITLE</b>	<b>PRESENTED BY</b>
DP/9a/1	Possible Theme Topic for the 50 <sup>th</sup> Conference of Directors General of Civil Aviation, Asia and Pacific Regions	ICAO
DP/9a/2	Proposal on the Theme Topic for the 50th Conference of Directors General of Civil Aviation Asia and Pacific Regions	Thailand
DP/9b/1	List of Action Items Arising from the 49 <sup>th</sup> Conference	ICAO
DP/9c/1	Schedule of Meetings/Seminars/Workshops to be Convened in 2013 by the ICAO Asia and Pacific Office	ICAO
DP/9c/2	Schedule of Conferences of DGCA's in the Foreseeable Future	ICAO
DP/9c/3	Agenda Composition for Future DGCA Conferences	ICAO

**9.2 DP/9a/1 POSSIBLE THEME TOPIC FOR THE 50<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 DGCA's, 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 50<sup>th</sup> Conference of DGCA's, a list of Theme Topics discussed at previous Conferences was provided.

**9.3 DP/9a/2 PROPOSAL ON THE THEME TOPIC FOR THE 50TH CONFERENCE OF DIRECTORS GENERAL OF CIVIL AVIATION ASIA AND PACIFIC REGIONS**

9.3.1 Thailand presented the paper proposing the theme topic- "Sharing Innovations for Safety, Security and Sustainability of Aviation Industry", with the aim of generating a community of sharing aviation innovation to achieve the common objective of safe, secure and environmentally sustainable aviation.

**9.4 DISCUSSIONS AND SUMMATION ON PAPERS PRESENTED**

9.4.1 The Moderator stated that the Conference was expected to decide possible Theme Topic for the 50<sup>th</sup> DGCA Conference to be held in Bangkok in 2013. The theme topic proposed by Thailand under the title “Sharing Innovations for Safety, Security and Sustainability of Aviation Industry” was deliberated and some changes were suggested by Australia, Bangladesh, India, ICAO and Singapore.

9.4.2 The theme topic agreed upon was ***“Innovations and Targets for Increased Safety, Enhanced Security and Sustainability of Asia Pacific Aviation”***.

9.4.3 The ICAO Secretariat requested the States to present quality papers with substance instead of mere information papers.

**9.5 DP/9b/1 LIST OF ACTION ITEMS ARISING FROM THE 49<sup>th</sup> DGCA 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 16 Action Items. The *List of Action Items* is attached at **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 the 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.

**9.6 DP/9c/1 SCHEDULE OF MEETINGS/SEMINARS/WORKSHOPS TO BE CONVENED IN 2013 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 2013 by the ICAO Regional Office for the Asia and Pacific regions. The information was 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 2013, as necessary

**9.7 DP/9c/2 SCHEDULE OF CONFERENCES OF DGCA<sup>s</sup> IN THE FORESEEABLE FUTURE**

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

50 <sup>th</sup> Conference in Thailand	2013
51 <sup>st</sup> Conference in China, Hong Kong	2014
52 <sup>nd</sup> Conference in Pakistan	2015

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53<sup>rd</sup> Conference in Sri Lanka 2016

54<sup>th</sup> Conference in Mongolia 2017

9.7.2 The Conference thanked the member States Pakistan, Sri Lanka and Mongolia for their offers to host the DGCA Conference over the next 5 years.

**9.8 DP/9c/3 AGENDA COMPOSITION FOR FUTURE DGCA CONFERENCES**

9.8.1 The paper noted that with the establishment of RASG – APAC on 25 May 2010, all matters related to Flight Safety were addressed by this Group. To avoid duplication of efforts and focused discussion in respect of Agenda Item 4 - Aviation Safety, the Secretariat proposed to combine Agenda Item 3 and 4 as one Agenda Item 3 with the title “Regulatory Oversight, Capacity, Air Navigation Planning and Implementation”. Agenda Item 5 on Air Transport will now be renamed as Agenda item 4 with the title “Economic Development of Air Transport”. The Conference agreed to the proposed amended agenda for future DGCA Conferences as shown below:

**PROVISIONAL AGENDA**

- |                |   |
|----------------|---|
| Agenda Item 1: | Theme Topic   |
| Agenda Item 2: | Review of Action Items arising from the previous Conference                 |
| Agenda Item 3: | Regulatory Oversight, Capacity, Air Navigation Planning, and Implementation |
| Agenda Item 4: | Economic Development of Air Transport                                       |
| Agenda Item 5: | Aviation and Environment  |
| Agenda Item 6: | Aviation Security   |
| Agenda Item 7: | Technical and Regional Cooperation  |
| Agenda Item 8: | Other Business  |
- a) Theme Topic for the next Conference of DGCAs
  - b) Endorsement of Action Items arising from the present Conference
  - c) Any Other Matters

9.8.2 The Conference noted that moderators will not be assigned for Agenda Item 1 and 2 as advised by ICAO.

**9.9 OTHER MATTERS**

9.9.1 India proposed, through a note distributed to the Conference, to form a group of DGs to discuss the idea of forming an Asia and Pacific Civil Aviation Commission. The Conference noted the contents.

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9.9.2 Malaysia offered to host the second Regional Runway Safety Seminar in 2013. The ICAO Secretariat thanked Malaysia for the offer.

**SUMMATION BY THE MODERATOR**

DP/9a/1

9.9.3 The theme topic agreed by the Conference for the 50<sup>th</sup> Conference of DGCA's Asia and Pacific Regions was ***“Innovations and Targets for Increased Safety, Enhanced Security and Sustainability of Asia Pacific Aviation”***.

DP/9b/1

The Conference identified 19 Action Items. States and Administrations are requested to act upon the agreed Action Items and provide ICAO Asia and Pacific Office a status report of implementation within the stipulated period.

DP/9c/1

The Conference noted the tentative schedule of meetings, seminars and workshops to be convened in the year 2013 by ICAO Regional Office for the Asia and Pacific Regions.

DP/9c/2

The Conference noted the schedule of Conference for the next five years and thanked Hong Kong China, Pakistan, Sri Lanka and Mongolia.

DP/9c/3

The Conference noted the proposed changes to the agenda for future DGCA Conference.

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## **CLOSING REMARKS**

New Delhi, India : 08 - 12 October 2012

**CLOSING CEROMONY**

1. The ICAO Secretary General thanked the Directors General/CEOs, the partners from the industry and International Organizations for their support in making the 49<sup>th</sup> DGCA Conference successful. The ICAO Secretary General also thanked India for hosting the 49<sup>th</sup> DGCA Conference, for their hospitality and excellent arrangements for the delegates and spouses. He commended the Regional Office Team who have done their best to serve this Conference.

2. The 49<sup>th</sup> Conference of Directors General of Civil Aviation Asia Pacific Regions was closed at 1700 hours on 12 October 2012.

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# **APPENDICES**

New Delhi, India : 08 - 12 October 2012

**LIST OF ACTION ITEMS ARISING FROM THE 49<sup>th</sup> CONFERENCE**

<b>Discussion Paper No.</b>	<b>Action Item</b>	<b>Agenda Item 3: Air Navigation Planning and Implementation</b>
DP/3/1	Action Item 49/1	Recognizing the importance of harmonization and regularity in air navigation in the region, States and Administrations are urged to review and follow up on the conclusions & decisions of APANPIRG/23.
DP/3/22	Action Item 49/2	The Conference noted with appreciation the significant accomplishments of the FPP in 2012 and  a) urged States/Administrations to continue their support of the FPP into Phase 2 (2013-2017) of the Programme and to endorse its Strategy Forward;  b) urged States/Administrations who are not yet a member of the FPP to consider becoming Active Participating States or User States; and  c) urged current User States of the FPP to consider upgrading their participation status to Active Participating States and to become part of the FPP Steering Committee.
DP/3/18	Action Item 49/3	The Conference urged States to review the draft Asia Pacific Seamless ATM plan and to ensure high level attendance including military representatives at the APSAPG 3 and APSAPG 4 meetings to be held in India and Hong Kong, China respectively.
DP/3/10	Action Item 49/4	The Conference urged ICAO HQ to prioritize the ASBU Block Items with the application of the Performance Based Approach and to develop required standards ahead of the implementation schedules whilst providing implementation support for current standards.
DP/3/20 & DP/3/21	Action Item 49/5	Recognizing the importance of a seamless ATM in the region, States with major airports are urged to implement Airport CDM and to collaborate with other states to develop a sub-regional ATFM network.
DP/3/26	Action Item 49/6	The Conference urged States and Administrations to ensure the compliance of AIRAC dates and to recognize the importance on harmonization on transition and implementation of AIM in the region. States are also urged to develop and submit a basic plan with target dates of Transition elements in their AIS-AIM Roadmap to the Asia Pacific Regional Office before 1 January 2013.

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**Appendix A**

<b>Discussion Paper No.</b>	<b>Action Item</b>	<b>Agenda Item 4: Aviation Safety</b>
DP/4/3	Action Item 49/7	The Conference encouraged States that were ready to perform safety monitoring using ADS-B data to share their analyzed ADS-B data and monitoring results with a view to establishing a database for the purpose of enhancing aviation safety.
DP/4/8	Action Item 49/8	The Conference requested APANPIRG/RASG to look into key performance indicators in the area of ANS safety for the Asia Pacific Region and related mechanisms, taking into account the GANP/GASP.
DP/4/4	Action Item 49/9	The Conference encouraged interested States to work together with ICAO on the certification of and implementation of SMS by small ANSPs and airports.
DP/4/11	Action Item 49/10	The Conference encouraged States to persuade their airports, especially medium-sized airports, to consider the APEC Airport Safety Evaluation Programme or similar platforms to raise airport standards.
DP/4/12	Action Item 49/11	The Conference encouraged States to consider establishing an emergency response framework and systems, in particular for disasters affecting aviation.
<b>Agenda Item 6: Aviation and Environment</b>		
DP/6/4 DP/6/8 DP/6/9	Action Item 49/12	<p>The Conference recognized the initiatives taken by some of the Asia Pacific States to reduce carbon emissions and urged States/Administrations to take actions on the following;</p> <ul style="list-style-type: none"> <li>○ collaborate with their national focal point for the development of States Action Plan and note the availability of assistance from the ICAO Secretariat for the development of action plan;</li> <li>○ promote the use of the IFSET tool for the quantification of environmental benefits from operational measures, as part of the development of States' Action plan;</li> <li>○ undertake various measures to reduce greenhouse gas emission from aviation;</li> <li>○ share information on good practices among other States and its aviation industry in order to enhance their efforts to reduce aviation emission;</li> <li>○ to consider the adoption of ATM initiatives highlighted including ADS-B, ASPIRE and PBN to reduce Carbon Emissions.</li> </ul>

<b>Discussion Paper No.</b>	<b>Action Item</b>	<b>Agenda Item 6: Aviation and Environment</b>
DP/6/5	Action Item 49/13	<p>The Conference recognized the initiatives taken by ICAO to reduce carbon emissions and urged States to take actions in the following key areas:</p> <ul style="list-style-type: none"> <li>○ to develop States Action Plan;</li> <li>○ to promote sustainable fuels for aviation; and</li> <li>○ achieve global aspirational goals</li> </ul>
<b>Agenda Item 7: Aviation Security</b>		
DP/7/10	Action Item 49/14	<p>Recognizing the need for establishing the Regional Aviation Security Coordination Forum to address security matters the Conference agreed that this be held in conjunction with the DGCA Conference and invited ICAO to finalize the Terms of Reference and other modalities for the conduct of this meeting.</p>
<b>Agenda Item 8: Technical and Regional Cooperation</b>		
DP/8/1	Action Item 49/15	<p>Recognizing the role and advantages to States/Administrations derived from the ICAO Technical Co-operation Programme and in accordance with the provisions of the ICAO Assembly Resolution A36-17, the Conference encouraged States/Administrations to give due consideration to the ICAO Technical Cooperation Programme for development and implementation of their civil aviation projects.</p>
DP/8/2	Action Item 49/16	<p>Recognizing the work done by CAPSCA and in order to develop capacities for public health emergency preparedness in the civil aviation system, the Conference urged Asia Pacific States/Administrations to support ICAO to continue the CAPSCA Project beyond 2013 and propose possible avenue of sources and future mechanisms to fund the continuity of CAPSCA.</p>

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**LIST OF DISCUSSION AND INFORMATION PAPERS**

<b>REF</b>	<b>TITLE</b>	<b>PRESENTED BY</b>
<b>AGENDA ITEM 1: THEME TOPIC</b>		
	<i>“Managing Air Transport Growth in the Asia Pacific Region through a Collaborative Approach to Safety, Security and Sustainability”</i>	
DP/1/1	Theme Topic: “Managing Air Transport Growth in the Asia Pacific Region through a Collaborative Approach to Safety, Security and Sustainability”	ICAO
IP/1/2	Effectiveness of Safety Regulatory Interventions	New Zealand
<b>AGENDA ITEM 2: REVIEW OF ACTION ITEMS ARISING FROM THE 48<sup>th</sup> CONFERENCE</b>		
DP/2/1	Responses from Administrations to Action Items Arising from the 48th Conference of Directors General of Civil Aviation, Asia and Pacific Regions	ICAO
<b>AGENDA ITEM 3: AIR NAVIGATION PLANNING AND IMPLEMENTATION</b>		
DP/3/1	APANPIRG Activities - Outcomes of APANPIRG/23	ICAO
IP/3/2	Outcomes of a SIGMET Advisory Trial Conducted in Africa and Asia in 2011 with a View to Addressing Long-Standing SIGMET Deficiencies in ICAO Regions	ICAO
IP/3/3	Transition of Meteorological Information to Support the Future Swim-Enabled Environment	ICAO

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IP/3/4	A Collaborative Approach to Mitigating the Hazards Posed by Volcanic Ash and Radioactive Material in the Atmosphere on International Air Navigation	ICAO
DP/3/5	Driving Seamless ATM Operations through Regional Collaboration	CANSO
IP/3/6	"Coordination Meeting on ATS, ANS and other Issues between Bangladesh & India 20 – 22 July, 2011	Bangladesh
IP/3/7	Pre-Tactical Air Traffic Flow Management (ATFM) Mechanism in Hong Kong	Hong Kong
DP/3/8	PBN Flight Validation Process	Indonesia
IP/3/9	The Use of SATCOM Voice in the Asia and Pacific Region	Australia
DP/3/10	Planning Using the ICAO Performance Based Approach – Key to Successful Development and Implementation of Future CNS/ATM Systems	Australia
IP/3/11	Outcomes of Implementation in Transitioning from AIS to AIM	China
IP/3/12	Dynamic Airborne Rerouting Procedure (DARP) Implementation in the Tahiti FIR	France
IP/3/13	Performance Based Navigation (PBN) Planning in French Polynesia	France
IP/3/14	PBN Implementation in Nepal including RNP AR at Tribhuvan International Airport	Nepal
IP/3/15	New Zealand's National Airspace Policy and National Airspace and Air Navigation Plan	New Zealand
DP/3/16	Asia/Pacific Preparations for Implementation of Amendment 1 to the 15th Edition of PANS/ATM (2012 Flight Plan)	ICAO

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IP/3/17	PBN Task Force Outcomes	ICAO
DP/3/18	Asia/Pacific Seamless ATM Planning Group Outcomes	ICAO
IP/3/19	Performance-Based Navigation (PBN) Implementation Status and Future Plan	ROK
DP/3/20	Bangkok-Singapore CDM Initiative	CANSO, Malaysia, Singapore and Thailand
DP/3/21	Sub-Regional Air Traffic Flow Management (ATFM) Concept with Collaborative Decision Making (CDM)	Hong Kong, China, Singapore and Thailand
DP/3/22	Report on Progress and Accomplishments of the ICAO APAC Flight Procedure Programme (FPP) in 2012	ICAO
DP/3/23	Implementation of Electronic Terrain and Obstacle Data	Mongolia
IP/3/24	Aviation Search and Rescue Joint Exercises in Mongolia	Mongolia
IP/3/25	Action Assignment of Industry-Academe-Government Collaboration in the “Collaborative Actions for Renovation of Air Traffic Systems” (Carats) Implementation Phase and Introduction of the Example of Action Taken	Japan
DP/3/26	Harmonized Efforts toward Aeronautical Information Management in Asia/Pacific Region	Japan
IP/3/27	Utilization of Point Merge Method in Standard Instrument Arrival Procedures	ROK
DP/3/28	GAGAN Implementation and Certification in India	India
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DP/3/32	Building the Capacity and Capability of Air Traffic Management Infrastructure to Meet the Growing Demand for Air Travel Today and in Future Years	IATA
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IP/4/2	Disaster Management Plan at Aerodromes in Nepal	Nepal
DP/4/3	Sharing of ADS-B Data and Establishment of a Database to Support ATC Operations and Safety Monitoring for the APAC Regions	Hong Kong
DP/4/4	Certifying Small Air Navigation Services Providers and Aerodrome Operators in the French Overseas Territories	France
IP/4/5	Get Airport Ready for Disaster (GARD) in Indonesia	Indonesia
IP/4/6	Implementation of Aerodrome Certification in Indonesia	Indonesia
IP/4/7	Volcanic Ash – New Zealand’s Risk-Based Response	New Zealand
DP/4/8	Harmonizing Safety Performance Indicators	USA

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**AGENDA ITEM 5: AIR TRANSPORT**

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IP/5/3	Proposal for the Standards of International Aviation Facilities Designed for Persons with Disabilities	ROK
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IP/6/6	Status Update of the Asia and Pacific Initiative to Reduce Emissions (ASPIRE) Partnership	Japan
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**AGENDA ITEM 7: AVIATION SECURITY**

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DP/7/11	Outcomes of the High-Level Conference on Aviation Security	ICAO
DP/7/12	Key Developments and Initiatives in Air Cargo and Mail Security and Facilitation	ICAO
DP/7/13	Progress Report on the ICAO Implementation Support and Development-Security (ISD-SEC) Programme	ICAO
DP/7/14	Progress Report on the ICAO Universal Security Audit Programme (USAP)	ICAO
DP/7/15	The Collaboration between the AEO System and the KS/RA System in Japan	Japan
DP/7/16	Aviation Security Developments in the Asia and Pacific (APAC) Regions	Singapore on behalf of Australia, Brunei Darussalam, Cambodia, Hong Kong China, India, Indonesia, Japan, Lao People’s Democratic Republic, Malaysia, Myanmar, Philippines, Sri Lanka, Singapore, Thailand, and Vietnam
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**AGENDA ITEM 8: TECHNICAL AND REGIONAL COOPERATION**

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DP/8/1	The Role of the ICAO Technical Co-Operation Programme	ICAO
DP/8/2	Management of Public Health Emergencies in Aviation - Funding the CAPSCA Programme Beyond 2012	ICAO
IP/8/3	Development of National Civil Aviation Personnel through ICAO Developing Countries Training Programmes	ICAO
IP/8/4	ICAO Regional Cooperation in the Asia and Pacific Regions	ICAO

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**AGENDA ITEM 9: OTHER BUSINESS**

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**a) THEME TOPIC FOR THE 50<sup>th</sup>  
CONFERENCE OF DGCAS**

DP/9a/1	Possible Theme Topic for the 50 <sup>th</sup> Conference of Directors General of Civil Aviation, Asia and Pacific Regions	ICAO
DP/9a/2	Proposal on the Theme Topic for the 50 <sup>th</sup> Conference of Directors General of Civil Aviation Asia and Pacific Regions	Thailand

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REF	TITLE	PRESENTED BY
	<b>b) ENDORSEMENT OF ACTION ITEMS ARISING FROM THE PRESENT CONFERENCE</b>	
DP/9b/1	List of Action Items Arising from the 49 <sup>th</sup> Conference	ICAO
	<b>c) ANY OTHER MATTERS</b>	
DP/9c/1	Schedule of Meetings/ Seminars/ Workshops to be Convened in 2013 by the ICAO Asia and Pacific Office	ICAO
DP/9c/2	Schedule of Conferences of DGCA's in the Foreseeable Future	ICAO
DP/9c/3	Agenda Composition for Future DGCA Conferences	ICAO

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

# **ATTACHMENTS**

New Delhi, India : 08 - 12 October 2012

49<sup>TH</sup> CONFERENCE OF DIRECTORS GENERAL OF CIVIL AVIATION  
ASIA AND PACIFIC REGIONS

**WELCOME ADDRESS BY  
DIRECTOR GENERAL OF CIVIL AVIATION INDIA**

Welcome Speech of DGCA India on 8<sup>th</sup> October 2012.

Hon'ble Minister of Civil Aviation

Secretary Ministry of Civil Aviation

Secretary General & Officials of ICAO

DGCAs of Asia Pacific Regions

Distinguished Delegates,

Representative from media,

Ladies and Gentlemen

It gives me an immense pleasure to welcome all of you to Delhi for the 49 DGCA Conference and we sincerely hope you have a very fruitful and enriching stay here. We in India are honoured to host this event after 15 years, the last one was held in Delhi in 1997. The Indian tradition is to treat our guests as God and we would strive to keep your visit as comfortable and memorable as possible.

From the beginning of the creation of ICAO, the need for establishment of the regional bodies to assist in the implementation of aims and objectives of the Organization has been felt. As the international civil aviation started growing similar bodies came up in Europe (ECAC), Latin America (Latin American Civil Aviation Commission-LACAC), Africa (African Civil Aviation Commission-AFCAC) and more recently Arabian States (ACAC).

For Asia Pacific region, the States have devised a forum of Director Generals of Civil Aviation to meet annually to coordinate and develop a cooperative relationship among themselves. The first DGCA conference was held in Manila in 1960. The President of the Council of ICAO or the Secretary General attends the meeting to provide a global perspective.

Having worked as the Permanent Representative of India on the Council of ICAO for the last three years I would like to share with all of you the importance and high value which ICAO Council and ICAO Sectt attaches to Regional Cooperation. It is rightly felt that cooperative and

collaborative efforts at Regional level is the only way to move forward to bring about a uniform safe and secure international aviation.

The growth of aviation in the developing economies of Asia Pacific is well known to all of you. This growth has proved to be a major boon to developing countries and has been steadily generating employment opportunities even in these tough times. Asia-Pacific's diversity, dynamism and potential are a great opportunity. Rapidly developing markets are defining aviation's future in this region.

The interesting point about aviation is that it unites the world economy as all the stakeholders be it equipment manufacturer, software developer, infrastructure builders, financiers etc. are global players not restricted to one region of the world. As a simple example - a new air service connecting two small towns in Indonesia may lead to several job opportunities in Seattle or Singapore or Bangalore. The point I want to make is that while the world economy is joined in this sector all of us who are at the helm of affairs in our respective States should strive to promote the sector so that the huge impact of this sector is properly appreciated at both the national and international levels. We need to collectively ensure that civil aviation gets its long overdue recognition and justified position in our national as well as world economy. Governments in Asia Pacific region should fully appreciate that flying is not the prerogative of the rich and famous but a major driver of economy and also that aviation growth in developing countries has a very direct positive impact on the economy of developed countries.

Aviation growth faces major challenges in the areas of Safety, Security and Environmental Protection. Since we recognize the leadership role of ICAO we should be prepared to enable ICAO to take up this role efficiently. ICAO Council is finalizing its budget for next triennium i.e 2014-16. It is my appeal to the member States that we should collectively convey a clear message to the ICAO council through the Secretary General that we would like to see an enhancement of present level of activities of ICAO taking into account the growth in several regions of the world especially Asia Pacific. They should finalize a budget which would enable ICAO to provide technical cooperation and support to the fullest extent. I would also like to use this forum to appeal to all my friends from the developed countries to continue support for

expanding the meaningful role of ICAO as there is no substitute to ICAO for promoting orderly growth of international civil aviation in conformity with the Strategic Objectives resolved by us.

I would also like to highlight the useful cooperative effort in Asia Pacific region taken through the mechanisms like RASG, COSCAP, CASP, APANPIRG etc. We are actively supported in these endeavours by ICAO Regional office in Bangkok. We have before us challenging initiatives relating to ICAO New Flight Plan format, implementation of Performance-Based Navigation (PBN) in the region; introduction of Automatic Dependent Surveillance-Broadcast (ADS-B) technologies; promotion of seamless air traffic management in the region amongst others. However I must add that Regional cooperation in the Asia Pacific is not keeping pace with the aviation growth in the Region. We need to find cost effective and innovative solutions to long standing problems. I would like to mention my favourite quote in this regard – " **If all that you ever do is all that you have ever done then all that you ever get is all that you have ever got.**" Recently ICAO has taken a remarkable initiative to set up a Regional Sub Office in the APAC Region. The innovative decision of the Council of ICAO is to set up this office with a focussed task based approach on Air Traffic Flow Management. It is also heartening to note that four member States have generously offered to set up this office. This will be decided very soon in Montreal.

The other issue is something which is critical but never gets discussed in this forum which actually reminds me of **Voldemort** the famous villain in the Harry Potter series -- **He who never gets mentioned**. The issue is of having an Asia Pacific Aviation Commission like ECAC, AFCAC, ACAC and LACAC. Although this is always deliberated in Montreal but somehow this gets relegated to any other business in DGCA conference. One of the reasons mentioned by some States for not setting up a Commission in this region is the divergence of culture, diversity of views, geography, economy etc. I do not buy this argument. As far as the Chicago Convention is concerned, the mandate is very clear. Article 54 says that ICAO must or should encourage, and can even set up regional air transport commissions. Based on this, as already mentioned, Regional commissions have been set up all over the world. What is needed is an understanding amongst the nations of Asia

Pacific, and this can be achieved. The diversity of the Asia Pacific region would not come in the way, provided we are able to go about this in a systematic manner. Having a permanent body is very helpful for the region in terms of structured cooperative arrangement on a permanent basis. This would strongly enhance our capability to leverage our dominant position as the strongest emerging aviation region in international arena. In Montreal it was felt that the views and interests of the region are not reflected properly in case of Asia Pacific region. Whenever any important issue is placed before the Council of ICAO the Commissions of other regions actively deliberate on those issues and a collective regional stand is taken to serve the interests of the region. In our case we do not have any such formal mechanism except Asia Pacific Consultative Link and the Montreal group which serves very limited purpose. So there exists a gap in reflecting the true aspirations and need of our region in international fora. We need to take the bull by the horn and address this issue.

Lastly I would like to admit that being a newcomer DGCA I have never attended any DGCA conference in the past. Although a lot of effort has been taken to organize this event there may shortcomings which can be directly attributed to me and I would seek your indulgence to excuse us for any lapses. We have a very interesting week ahead of us both in terms of business as well as social functions. Our team is always at your disposal for any assistance you may need. We also have a special medical team stationed here throughout the conference for providing any medical help. I hope you have a wonderful stay in Delhi. Once again welcome to India and thanks for participating.

Thank you.

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

**OPENING CEREMONY REMARKS  
BY  
SECRETARY CIVIL AVIATION, MINISTRY OF CIVIL AVIATION, INDIA**

**Speech of Secretary 49<sup>th</sup> DGCA Conference 8<sup>th</sup> October**

Hon'ble Minister of Civil Aviation  
Secretary General and Officials of ICAO  
DGCA's of Asia Pacific Regions  
Distinguished Delegates,  
Ladies and Gentlemen

I would first like to welcome all of you who have travelled from various parts of the world for this conference. It is a great honor for all of us in India to welcome you here in Delhi. I hope you enjoy your stay here in Delhi.

Asia Pacific region is poised to be the world's single largest aviation market making it imperative for all aviation stakeholders to be a part of this market for phenomenal growth. Amidst global economic uncertainty, the aviation community continues to look up to Asia Pacific region's continued expansion in the airline sector. IATA forecasts that carriers based in Asia Pacific will make profits of \$2.3 billion in 2012. This may be compared to \$1.9 million profit for North American airlines and \$1.2 billion losses for European carriers. Asia Pacific profit for 2012 accounts for 60 per cent of the total profits predicted by IATA for the global airline industry, making Asia Pacific the most important region for aviation growth.

Industry sources expect that of the expected global air passenger traffic increase by 2014 to 800 million, 360 million or 45 per cent of those will travel on Asia Pacific routes, with China and India being the biggest contributor.

The growth in passenger numbers in Asia Pacific region comes as these two countries experience a burgeoning middle class who are travelling both domestically and internationally in ever increasing numbers. The trend for increased travel by the middle class will grow as Asia expects to add at least an additional 2.5 billion people to its middle class by 2030. The growth in travelers is not limited to China and India, with several emerging travel hotspots in Indo-China and SE Asia that could propel travel demand to the upside over the next decade.

IATA predicts air travel for the Asia-Pacific region to grow at an average rate of 6.5%'. As a consequence, over the next twenty years, 'the Asia-Pacific fleet will grow from 3,910 to 11,170 planes' and, by 2020, 'Asia-Pacific will easily be the largest air travel market in the world'.

Having said this, the Asia Pacific Region also faces a lot of challenges to manage and sustain this growth in terms of safety, security and environment protection. The diverse capability of this region makes it a challenge for ICAO to implement a uniform strategy for this region. On one hand

we have fairly developed aviation States like Australia, China, Japan and South Korea and on the other hand small island States of the region who are struggling with implementing the ICAO SARPs. However, this diversity also provides opportunity for developed States in the region to extend necessary technical assistance to the developing States so that ICAO's objective of a safe and secure aviation is realized at the earliest.

One of the critical challenges facing all of us in this high growth region is the availability of trained manpower to manage this growth. With retirement of personnel and induction of new fleet, the number of pilots and technicians required to operate and service these aircraft are huge. We need to take action now as there is a considerable incubation period for preparing such huge number of manpower. I would like to thank ICAO for undertaking a proactive initiative on Next Generation of Aviation Professionals and we are lucky to have amongst us the two main protagonists of this import endeavor from ICAO – Mr. Raymond Benjamin and Ms. Nancy Graham. I would request them to keep in mind the demands of Next Gen Professionals in Asia Pacific Region and evolve special initiative in ICAO for this region to further this objective.

The task before us now is to find solutions that collaboratively sustain this overwhelming growth in a safe, secure and sustainable manner. I am sure that the deliberations during this week would result in making significant progress to reach our goal collectively.

To conclude, I once again welcome all the delegates who have taken time out of their busy schedules back home and have come all the way to participate in the Conference. Once again, I thank all of you including the officials from ICAO for your support and participation and I hope that you enjoy the Delhi weather and the various social Programmes organized for the Delegates especially the visit to Taj Mahal on 11<sup>th</sup> October.

Thank you.

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**OPENING ADDRESS BY THE ICAO SECRETARY GENERAL  
INTERNATIONAL CIVIL AVIATION ORGANIZATION (ICAO)  
MR. RAYMOND BENJAMIN  
TO THE 49<sup>th</sup> CONFERENCE OF DIRECTORS GENERAL OF CIVIL AVIATION  
ASIA AND PACIFIC REGIONS**

*“Managing Air Transport Growth in the Asia Pacific Region through a Collaborative Approach to Safety, Security and Sustainability”*

(New Delhi, India – 08 to 12 October 2012)

It is a very special honor for me to be here with you for the 49<sup>th</sup> annual Conference of DGCA of the Asia and Pacific Regions.

I would like to express my gratitude and thank sincerely the Government of India for hosting this Conference. It is for me an excellent opportunity to interact with key aviation decision-makers in a region that is home to some 70 percent of the world’s population and where the potential for growth is perhaps the highest in terms of absolute numbers.

In Asia Pacific traffic growth projections are promising. ICAO’s medium-term forecast is for Asia/Pacific airlines to grow considerably faster than the global average, at 8 per cent this year, 8.6 next year and 8.8 in 2014. Long-term prospects are equally impressive. By 2014 your region is forecast to represent over 30 percent of all air travel globally.

To put Asia-Pacific’s near-term growth in a broader context, ICAO’s current projections indicate that no other region in the world will achieve a higher level of growth than Asia-Pacific between now and 2020. Looking further still to 2030, and considering the global picture, ICAO projections currently point to passenger totals more than doubling by 2030, likely exceeding 6 billion per year. The number of aircraft departures will also double over this period, to well over 50 million a year.

In light of these very impressive figures, there is no doubt that air transport growth is the most important trend for the entire air transport community. This in turn leads us to consider some of the most important areas where the aviation community will need to cooperate even better than it does today, which is a considerable challenge. At ICAO we are committed to driving change and to leading the aviation community in addressing the many challenges that stand between today and the future.

In this growing market safety, security and sustainability of air navigation are paramount. The theme of your conference rightly points to the collaborative approach as the way forward to meet these objectives.

I totally agree. From the very beginning, dialogue and cooperation have shaped global air transport into the safest and most efficient mode of mass transportation ever. They will do so in the future. In this spirit, I commend you for having placed safety at the top of your agenda.

For ICAO, 2012 is a very important year as it will culminate in November with the 12<sup>th</sup> Air Navigation Conference which will address the Aviation System Block Upgrades – the so-called ASBUs. The ASBUs were first introduced to the international community at the Global

Air Navigation Industry Symposium in September 2011 and we must now all work together during the 12<sup>th</sup> Air Navigation Conference to reach consensus, obtain commitments and formulate recommendations to achieve a harmonized global air navigation system for international civil aviation.

ICAO is currently coordinating revisions to its new Global Aviation Safety Plan and its Global Air Navigation Plan to assist Member States and industry stakeholders collaborate more effectively in matching safety and air navigation requirements. The new Global Aviation Safety Plan will offer high-level policy guidance to the Regional Aviation Safety Groups recently established by ICAO around the world.

This takes into consideration that States will need to invest some 120 billion dollars for upgrades to the global Air Traffic Management system over the next few decades. These upgrades are essential for the additional capacity required to safely manage the projected growth in traffic.

Accordingly, ICAO's new Air Navigation Plan features a flexible and transparent strategy that will offer States and operators the level of investment clarity they need to properly assess their local ATM and avionics needs. Our objective is to consolidate a global approach to efficiency in the skies. Member States and selected international organizations will review the latest version of the Global Air Navigation Plan, set priorities and refine the way forward based on lessons learned.

Turning to Security, ICAO has demonstrated its leadership and commitment to collaboration and sustainability through the ICAO implementation of the *Comprehensive Aviation Security and Aviation Security Assistance and Capacity Building Strategies*. The Strategies draw from our lessons learned in implementing the Aviation Security Plan of Action which underscores the need for a shift in emphasis to capacity building efforts.

ICAO's capacity building efforts concentrate on helping States address priority aviation security deficiencies and vulnerabilities and doing so in a manner that is risk based, viable, cost effective and sustainable. Efforts include accountability mechanisms to facilitate sustainable security outcomes.

Furthermore, there is an increased effort for greater collaboration with contributing States, relevant industry organisations and regional cooperation mechanisms. The collaborative approach to assistance and capacity building is dynamic in this region with active multi-lateral initiatives through the Regular Programme and the on-going support of CASP-AP already occurring.

With respect to the protection of the environment, ICAO's approach is no different than for safety and security. It rests on the universally-recognized truth that climate change is a global problem that requires global solutions. At the last ICAO Assembly in 2010, Member States adopted Assembly Resolution A37-19, in which they agreed to pursue the development of technological, operational and market-based measures, and the wider use of sustainable alternative fuels in aviation

ICAO has taken decisive steps to ensure the growth of civil aviation while addressing environmental protection. We have long understood the connection between air navigation system improvements and environmental benefits. The challenge has been, however, to demonstrate this direct link. By joining forces with IATA and CANSO, we now have the means to assess the benefits of operational improvements such as PBN — I am referring to the ICAO Fuel Savings Estimation Tool.

Earlier this year, the Council of ICAO agreed to concentrate on four options relative to market-based measures. These were analyzed against evaluation criteria that considered the guiding principles outlined in the Assembly Resolution and a report was presented to the Council on 26 June 2012. After careful consideration, the number of options was reduced from four to three. The evaluation of the remaining options will continue over the summer, to further identify the qualitative and quantitative implications of each. The results will be presented to the Council at its autumn session, along with a proposed framework for market-based measures. This is no easy task and a good deal of work still needs to be done before we report to the 38th Session of the Assembly in the fall of 2013.

Another area of intense activity is a global CO<sub>2</sub> certification Standard for aircraft, with a target date of 2013. And we are also working on the global implementation of greener operations and relevant tools to quantify the environmental benefits. Concurrently, much of our technological and operational focus with Block Upgrades I mentioned earlier is to reduce aircraft emissions that contribute to climate change.

Our global air transport can only work efficiently and effectively through total and sustained cooperation among all stake holders. There is no way around it. With the foreseeable growth of air transport in the coming years, the challenge of mitigating the impact of international civil aviation on climate change should not be underestimated

ICAO and its Member States, in close collaboration with the aviation industry, must continue to work together to take concrete steps towards developing global solutions which will address greenhouse gas emissions and ensure a sustainable future

Moving to regional activities- I am pleased to see that performance-based navigation (PBN) is progressing well in the Region. The Asia/Pacific PBN Task Force has created a robust review process and the emphasis on PBN educational workshops has resulted in a number of new PBN plan submissions. 14 Administrations in APAC regions now have a robust plan. Still, more work needs to be done and I urge States to complete the PBN implementation plan as a matter of urgency to meet the timelines stipulated in the Assembly Resolution.

I am pleased to note the progress made by the Asia/Pacific Seamless ATM Planning Group. Two key deliverables coming out were the Asia/Pacific ASBU Position statement and the seamless ATM principles supporting the draft Seamless ATM Plan.

I wish to remind States on the dead line for implementation of new FPL. Of concern is that many States in the APAC region have delayed the FPL 2012 implementation phases and not operating within agreed schedule. ICAO has developed the Risk Matrix to determine the level of risk inherent in any State's failure to implement FPL in accordance with the agreed schedule and States have been advised of their assessed risk. I would urge States to provide updated information in response to the revised questionnaire of 12 April 2012 as a matter of urgency.

I would like to commend the initiatives taken in the region to develop an ionospheric model both for the Satellite Based Augmentation System or SBAS and Ground Based Augmentation System or GBAS to augment the performance of GNSS for enhancing the safety level of operations.

Before I conclude, I would like to raise an issue of common concern that cuts across all disciplines – the availability of skilled personnel to support the safe, effective and sustainable expansion of every aspect of the air transport system over the coming decades.

There are many pieces to this puzzle, including recruitment strategies, domestic education policies, employee retainment, and training. On this ICAO is bringing together training, education and operations stakeholders under the umbrella of its Next Generation of Aviation Professionals initiative. We have also produced new training certification guidelines globally through the TRAINAIR PLUS programme.

In conclusion, whether we are talking about aviation safety or security, seamless skies, or any other aspect of international civil aviation, consistent and timely progress requires total and unfettered cooperation and collaboration. The global air transport system as we know it today was built on cooperation among Member States. In recent years, the emphasis has been on promoting partnerships between States and regional bodies, whether political or economic, as well as with industry, where much of the expertise resides. Always, the result is to provide users with the safest and most efficient mode of transportation possible. I look forward to the results of your deliberations.

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

OPENING ADDRESS  
BY  
MINISTER OF CIVIL AVIATION, INDIA

**HMCA Speech for 49<sup>th</sup> DGCA Conference on  
8<sup>th</sup> Oct 2012 at Hotel Ashok, New Delhi**

Secretary General of ICAO, Mr Raymond Benjamin  
Secretary, Ministry of Civil Aviation, Mr K.N. Shrivastava  
President of Air Navigation Commission of ICAO  
DGCAs of Asia Pacific States  
Officials from ICAO  
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Distinguished Delegates  
Members of Media  
Ladies and Gentlemen

A very good morning to you all

I would like to extend a hearty welcome to all of you to India and would like to convey our Government's sincere appreciation of the fact that the countries and organizations represented here have attached utmost importance to this 49th DGCA conference. We are thankful for your participation.

I would also take this opportunity to thank International Civil Aviation Organization for associating with our Government to organize this important event. The fact that the ICAO team to this conference is led by the Secretary General of ICAO is a testimony to the high priority which ICAO accords to the importance of Regional Cooperation.

At the outset, I would like to take this opportunity to reaffirm India's commitment and support to ICAO towards fulfilment of its vision of safe, secure, orderly and sustainable development of international civil aviation by promoting consensus and cooperation amongst members of ICAO. India will continue to fully support ICAO's endeavours to promote understanding, friendship and peace amongst the nations and people of the world besides promoting economic development, trade and tourism throughout the world.

India, besides working with ICAO through a global framework, shares ICAO's increasing emphasis on promotion of regional initiatives on safety, security, and environment. I am happy to inform that India participates effectively in many regional programmes of ICAO in South Asia and Asia Pacific besides providing assistance to States in the region in building their capacity in aviation sector.

I would take the opportunity to bring to the attention of this august gathering some of the recent developments in Indian aviation and initiatives undertaken by India to fulfil its obligation toward the Chicago Convention and ICAO.

The civil aviation sector in India plays an important role in our national economy comprising of over one billion people and growing at around 9% per annum. We expect a double digit growth in air traffic in the next few years.

Responding to the needs of our growing economy, we have been pursuing air transport liberalisation policies to promote tourism, trade and connectivity within the country. India has an open sky policy for cargo without any restriction and also a liberalised tourist charter policy regime. A new open sky regime with SAARC, open sky between India and USA, horizontal agreement with EU, a liberal bilateral policy for ASEAN Countries, multiple designation of air carrier with 52 countries, unilateral open sky policy during peak season between November and March are some highlights worth mentioning for promotion of international civil aviation.

To accommodate growing air traffic, India has undertaken initiatives to modernise and upgrade the existing airports and develop new Greenfield airports through a mixed strategy of public sector, private sector, Joint Venture and Public-Private Partnership. Two major airports of New Delhi and Mumbai have been upgraded through JV route and Delhi airport has already completed its first phase doubling its passenger capacity to 60 million annually. Bangalore and Hyderabad Greenfield airports on Build, Own, and Operate & Transfer have been commissioned in 2008. New airport facilities are ready for commissioning in Chennai and Kolkata very soon. About 50 other non-metro airports are being modernised within next two years. 12 new Greenfield airports are being planned. New policy in airport sector has now permitted up to 100% Foreign Direct Investment in Greenfield airports.

India is committed to provide facilitation standards for passengers in line with the best international practices and has set up high level institutional mechanism for this purpose. Other measures include introduction of Advance Passenger Information, Advance Cargo Information and implementation of MRTD in time bound manner.

India is a major corridor between the East and West. We have provided a state-of-the-art CNS/ATM services en route and at our airports. I am also happy to announce that GAGAN, whose final operational phase has been launched, would bring India on the threshold of redefining navigation in the region from land based to satellite based system. The final operational phase and its certification process is expected to be completed in June 2013. GAGAN has a footprint overlapping with European SBAS on to the west, and Japanese SBAS on the east.

I can confidently say that India is committed to promote aviation safety and security and supports all the initiatives of ICAO in the area.

India is sensitive to the current environmental issues and is committed in its role to reduce environmental impact of the rapid growth of aviation. As a country we have targeted Government policies on environment and are well informed and vigilant civil society and a proactive judiciary. As most of our airlines have a relatively new fleet of aircraft we had a definite newcomer advantage. In this regard, our national carrier Air India is about to complete a total fleet

replacement programme of 120 new aircrafts. Our major airports like Mumbai, Delhi, Chennai and Kolkata are being remodelled incorporating the latest environment friendly technology. Rules and procedures for limiting the fuel burn like PBN procedures are being adopted along with development of GPS aided Geo Augmented Navigation Project, Flexible use of Air space etc. to bring about significant efficiencies in operation and reduction in emission. We have also taken steps to monitor our Carbon Footprint in this sector and I am happy to note that Secretary General would release Our Carbon Footprint Report for 2011 tomorrow before all of you.

Having said that, India is still one of the least penetrated civil air transport market in the world and its capacity to grow in the coming years has already triggered a race amongst major global industry stakeholders to be a part of this process. The challenges of dealing with growth and environment are huge but we in India are trying to deal with this in a mature manner. We need the support of developed countries both financially as well as technologically to address the environmental concerns without depriving the people of India the economic benefits of air transport. India would seek support of all the members to help create a level playing field for the new developing States in the international civil aviation arena. We must realize that aviation is not only about air transport but it is a major driver of economic growth and resultant employment and development. The call for suppressing aviation growth to reduce its environmental impact is not acceptable to us as a solution. We need to facilitate growth of aviation along with finding innovative solutions to addressing environmental concerns. In this connection we would request the delegates to oppose any unilateral environment measures imposed by a State or group of State like the EU ETS and work with ICAO to evolve global environment protection on basis of equity and consensus following the broad consensus obtained in UNFCCC in this regard.

At the end, India would like to thank the Governments, DGCAs of Asia Pacific Regions for the faith reposed in India to organize this very important event. Finally, I offer my country's best wishes for the success of this Conference and hope that all of you have a very comfortable and memorable stay in India and when you return home all of you would become ambassadors for promoting Indian culture and cuisine in your respective countries. Thank you all for coming to India.

Jai Hind.