

50th Conference of Directors General of Civil Aviation
Asia and Pacific Regions

FINAL REPORT

Bangkok, Thailand : 1 - 4 July 2013

50th Conference of Directors General of Civil Aviation
Asia and Pacific Regions

CONTENTS

Bangkok, Thailand : 1 - 4 July 2013

CONTENTS

Title	Pages
Programme	i
Agenda Items	iii
Opening of the Conference	iv
Commencement of Conference Sessions.....	iv
Election of Chairperson and Vice-Chairperson	v
Adoption of Agenda	v
Appointment of Moderators	v
Explanation of Works Programme	vi
Agenda Item 1: THEME TOPIC:	
<i>“Innovations and Targets for Increased Safety, Enhanced Security and Sustainability of Asia Pacific Aviation”</i>	1-1
Agenda Item 2: REVIEW OF ACTION ITEMS ARISING FROM THE PREVIOUS CONFERENCE	2-1
Agenda Item 3: REGULATORY OVERSIGHT, CAPACITY, AIR NAVIGATION PLANNING AND IMPLEMENTATION	3-1
Agenda Item 4: ECONOMIC DEVELOPMENT OF AIR TRANSPORT	4-1
Agenda Item 5: AVIATION AND ENVIRONMENT	5-1
Agenda Item 6: AVIATION SECURITY AND FACILITATION	6-1
Agenda Item 7: TECHNICAL AND REGIONAL COOPERATION	7-1
Agenda Item 8: OTHER BUSINESS:	
a) Theme Topic for the next Conference of DGCA's	8-1
b) Endorsement of Action Items arising from the present Conference	8-2
c) Any other Matters	8-3
Closing Remarks.....	9-1

**50th Conference of Directors General Of Civil Aviation
Asia and Pacific Regions**

Appendix A	List of Action Items arising from the 50 th Conference of DGCA's
Appendix B	List of Participants
Appendix C	List of Discussion and Information Papers
Attachment 1	Welcome Address – Director General of Civil Aviation Thailand
Attachment 2	Key Note Address – President of the Council of ICAO of the International Civil Aviation Organization

50th Conference of Directors General of Civil Aviation
Asia and Pacific Regions

PROGRAMME

Bangkok, Thailand : 1 - 4 July 2013

**50th Conference of Directors General of Civil Aviation
Asia and Pacific Regions**

PROGRAMME

Sunday, 30 June 2013

- 15:00 – 19:00 Early Registration of Conference Delegates
- 18:00 – 20:30 Welcome Reception
(Royal Orchid Sheraton Hotel)

Day 1: Monday, 1 July 2013

- 08:00 – 09:00 Late Registration of Conference Delegates
Venue: Foyer of Royal Orchid Grand Ballroom
- 09:00 – 10:00 Opening Ceremony
Venue: Conference Room - Royal Orchid Sheraton Hotel
- 10:00 – 10:30 Group Photograph Session
Venue: River City Grand Hall
- 10:30 – 11:00 Coffee Break
Venue: Foyer of Royal Orchid Grand Ballroom
- 11:00 – 12:30 DGCA Conference Administrative Arrangements
- 12:30 – 14:00 Lunch
Venue: Giorgio and Mezzanine
- 14:00 – 15:30 Conference Session
- 15:30 – 16:00 Coffee Break
Venue: Foyer of Royal Orchid Grand Ballroom
- 16:00 – 17:00 Conference Session
- 18:00 – 21:00 Thai Reception (Formal/Gala Dinner)
(Dinner Cruise)

Day 2: Tuesday, 2 July 2013

- 08:30 – 10:00 Conference Session
- 10:00 – 10:30 Coffee Break
Venue: Foyer of Royal Orchid Grand Ballroom
- 10:30 – 12:30 Conference Session
- 12:30 – 14:00 Lunch
Venue: Giorgio and Mezzanine

Bangkok, Thailand : 1 – 4 July 2013

**50th Conference of Directors General of Civil Aviation
Asia and Pacific Regions**

14:00 – 15:30	Conference Session
15:30 – 16:00	Coffee Break <i>Venue: Foyer of Royal Orchid Grand Ballroom</i>
16:00 – 17:00	Conference Session
18:00 – 20:00	Dinner <i>Venue: The Feast Restaurant</i>

Day 3: Wednesday, 3 July 2013

08:00 – 16:00	Cultural Tour
16:00 – 18:00	COSCAP-SA Side Meeting with South Asia DGCAs <i>Venue: Riverside 2</i>
18:00 – 22:00	Farewell Dinner <i>Venue: River City Grand Hall</i>

Day 4: Thursday, 4 July 2013

08:30 – 10:00	Conference Session
10:00 – 10:30	Coffee Break <i>Venue: Foyer of Royal Orchid Grand Ballroom</i>
10:30 – 12:30	Draft Report Closing Ceremony
12:30 – 14:00	Lunch <i>Venue: Giorgio and Mezzanine</i>

50th Conference of Directors General of Civil Aviation
Asia and Pacific Regions

AGENDA

Bangkok, Thailand : 1 - 4 July 2013

**50th Conference of Directors General of Civil Aviation
Asia and Pacific Regions**

AGENDA ITEMS

- Agenda Item 1: THEME TOPIC:

“Innovations and Targets for Increased Safety, Enhanced Security and Sustainability of Asia Pacific Aviation”
- 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 AND FACILITATION
- 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

50th Conference of Directors General of Civil Aviation
Asia and Pacific Regions

OPENING OF THE CONFERENCE

Bangkok, Thailand : 1 - 4 July 2013

50th Conference of Directors General of Civil Aviation Asia and Pacific Regions

I. OPENING OF THE CONFERENCE

The 50th Conference of Directors General of Civil Aviation (DGCAs), Asia and Pacific Regions was hosted by Department of Civil Aviation (DCA) Thailand and was held at the Royal Orchid Sheraton, Bangkok, Thailand.

The Conference commenced with the official opening ceremony at 0900 hours on Monday, 1 July 2013. It was attended by 349 delegates from 34 States/Administrations, 8 International Organizations.

The Director General, DCA Thailand, Mr. Voradej Harnprasert extended a warm welcome to all the delegates of the 50th Conference of the Directors General of Civil Aviation of the Asia and Pacific Regions. He also expressed his gratitude to the President of the Council of ICAO and Secretary General for their participation in the important meeting of the civil aviation authorities of the Asia and Pacific Regions.

The full text of the speech of the DG DCA Thailand is included at **Attachment 1** to this Report.

Mr. Mokhtar A. Awan, Regional Director, ICAO Asia Pacific Office welcomed the dignitaries and the delegates to the 50th DGCA Conference in Bangkok, Thailand.

The Regional Director also thanked the President of the ICAO Council, Mr. Roberto Kobeh González, and ICAO Secretary General Mr. Raymond Benjamin for joining this important Regional Conference of the Directors General. He further extended a very warm welcome to the Directors General and Chief Executives of Civil Aviation Administration's who were participating in the Conference for the first time.

In conclusion, the Regional Director once again thanked the DG DCA Thailand for their excellent efforts and efficient management of the Conference. He wished the delegates the very best and cherished their contribution to make the Conference a profound success.

In his address, the President of the Council of ICAO, Mr. Roberto Kobeh González thanked the Department of Civil Aviation Thailand for hosting the Conference. He expressed his delight at being able to attend the Conference of Directors General of Civil Aviation in the region where the potential for air traffic growth was perhaps the highest.

The full text of the address by the President of the Council of ICAO is included as **Attachment 2** to this Report.

II. COMMENCEMENT OF CONFERENCE SESSIONS

The first working session of the Conference commenced at 1100 hours on Monday, 01 July 2013. The ICAO Regional Director, Mr. Mokhtar A. Awan, as Secretary of the Conference, once again welcomed all participants to the 50th 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 deliberated during the ceremony of the Conference.

**50th Conference of Directors General of Civil Aviation
Asia and Pacific Regions**

III. ELECTION OF CHAIRPERSON

The ICAO Regional Director called for nominations for a Chairperson of the Conference. The Head of Delegation from India proposed Mr. Voradej Harnprasert, DG DCA Thailand, to be the Chairperson of the 50th Conference of Directors General of Civil Aviation, Asia and Pacific Regions. He provided a brief resume of Mr. Harnprasert illustrious career achievements, wide management experience and expressed confidence that Mr. Harnprasert would provide able leadership to the Conference.

Mr. Harnprasert 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 Singapore proposed Mr. NG Shung Ching (Colman), Deputy Director General of Civil Aviation, Hong Kong China for the position. This was supported by the Head of Delegation from Bangladesh. Mr. NG Shung Ching (Colman) was unanimously elected as Vice-Chairperson of the Conference.

Mr. Colman thanked the delegates for the honor bestowed on him and informed the Conference of Hong Kong China's intent to host the 51st DGCA Conference from 10th to 14th November 2014. He extended an invitation to all States/Administrations in the APAC Region and the International Organizations to the 51st DGCA Conference in Hong Kong China.

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:

SUBJECT	AGENDA ITEM	MODERATOR
Theme Topic	1	Mr. Graeme Harris
Regulatory Oversight, Capacity, Air Navigation Planning and Implementation	3	Mr. NG Shung Ching (Colman)
Economic Development of Air Transport	4	Mr. Yap Ong Heng
Aviation and Environment	5	Mr. H. M. C. Nimalsiri
Technical and Regional Cooperation	7	Mr. Azharuddin Abdul Rahman
Other Business	8	Air Vice Marshal Mahmud Hussain

VII. EXPLANATION OF THE WORK PROGRAMME

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

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AGENDA ITEM 1

THEME TOPIC:

*“Innovations and Targets for
Increased Safety,
Enhanced Security and Sustainability of
Asia Pacific Aviation”*

**50th Conference of Directors General of Civil Aviation
Asia and Pacific Regions**

AGENDA ITEM 1: THEME TOPIC:

“Innovations and Targets for Increased Safety, Enhanced Security and Sustainability of Asia Pacific Aviation”

Moderator Mr. Graeme Harris
 Director and Chief Executive
 Civil Aviation Authority of New Zealand

1.1 Seven (7) Discussion and three (3) Information papers were received under this Agenda Item. The seven Discussion Papers presented were as follows.

REF.	TITLE	PRESENTED BY
DP/1/1	Innovations and Targets for Increased Safety, Enhanced Security and Sustainability of Asia Pacific Aviation	ICAO
DP/1/2	Innovation in Safety – Runway Water Level Indicator System (RWLIS)	Singapore
DP/1/3	Innovations in Aviation Training	Singapore
DP/1/4	Collaborative Approach to ATM Capability Development and Innovation	Singapore
DP/1/5	Transforming ATM Performance through Innovation and Collaboration	CANSO
DP/1/6	Engaging the Next Generation in Aviation Profession	Hong Kong China
DP/1/7	Implementation of the USOAP through a Continuous Monitoring Approach (CMA) Process and State Safety Program (SSP) Road Map for Hong Kong China	Hong Kong China

**1.2 DP/1/1 INNOVATIONS AND TARGETS FOR INCREASED SAFETY,
 ENHANCED SECURITY AND SUSTAINABILITY OF ASIA
 PACIFIC AVIATION**

1.2.1 This paper highlighted the importance of innovation through collaboration and targets for increased safety, enhanced security and sustainability of Asia Pacific Aviation.

1.2.2 The paper noted that unprecedented growth of global civil aviation over last decade had created a number of challenges for the airspace planners and that Innovation was a key driver for safe, secure and environmental friendly air transportation across the globe.

1.2.3 The paper also noted that for the Asia/Pacific, the Seamless ATM Plan was intended to provide a framework for implementation of ASBU elements and non-ASBU elements that had been identified as regional priorities and that Innovation in the fragmented airspace in Asia/Pacific context became more relevant for greater harmonization, interoperability, transparency and sharing the lessons learnt.

1.2.4 The paper further noted the use of Global Navigation Satellite System (GNSS) for the provision of navigation over the vast Asia/Pacific airspace and the initiatives taken in the region to develop an ionospheric model both for the Satellite Based Augmentation System (SBAS) and Ground Based Augmentation System (GBAS). A significant innovation had been the introduction of data link communication systems, such as Automatic Dependent Surveillance (ADS-C) and Controller Pilot Data-Link Communication (CPDLC) in the Asia Pacific Region. The paper highlighted that with the introduction of ADS-C and CPDLC, more efficient separation standards had been introduced for airspace not served by radar, ADS-B, MLAT and/or VHF.

1.2.5 The paper reported that Innovative surveillance technologies such as Automatic Dependent Surveillance–Broadcast (ADS-B) and Wide-Area Multilateration (WAM) provided cost effective and efficient means of surveillance and supported a wide range of new applications proposed within ASBU concepts.

1.2.6 The paper also reported that in terms of project management there were a number of areas that could benefit from a collaborative approach by States and administrations to reduce costs and errors, improve transparency and harmonization, and expedite processes through a greater knowledge base: shared research and development (R & D) facilities; sharing of expert resources for the development of safety cases and implementation planning/training; and joint procurement and maintenance strategies for ATM systems, including civil and military systems.

1.2.7 The paper also highlighted the recent safety monitoring initiatives such as Height Monitoring Unit; ADS-B height monitoring capability in Australia, Hong Kong, China and Thailand; and Regional Airspace Safety Monitoring and Advisory Group (RASMAG) focus on operational cause and effect of safety issues.

1.2.8 The paper recognized the environmental concerns and challenging targets for aviation which required substantial improvements from future aircraft designs in terms of fuel consumption, emissions, noise, operational flexibility, overall efficiency and cost. Innovative aircraft configurations with integrated state-of-the-art technologies created step-changes in performance which significantly accelerated progress towards meeting the high industry targets. ICAO had recently created stringent standards to make this happen through collaboration with manufacturers and industry.

1.2.9 The paper concluded that Innovation is a dynamic process, which required collaboration with stakeholders and invited the Conference to note the benefits of innovation through cooperation and coordination.

1.3 DP/1/2 INNOVATION IN SAFETY – RUNWAY WATER LEVEL INDICATOR SYSTEM (RWLIS)

1.3.1 The paper noted that innovative solutions to runway safety issues will be needed for the future, and Runway Safety Teams can act as forums for generating such innovative solutions given their multi-disciplinary composition.

1.3.2 The paper shared one such innovation – a Runway Water Level Indicator System (RWLIS) that had the potential to reduce the risk of aquaplaning. Information gathered through an RWLIS could be used by pilots to assess the risk of aquaplaning and facilitate decisions on the appropriate actions for take-off and landing. Singapore introduced its RWLIS in 2012.

1.3.3 The paper recognized that some challenges need to be overcome to realize the full potential of an RWLIS. An understanding of how varying runway water levels affect aircraft

performance will be required. Guidelines will need to be drawn up to facilitate the design of procedures for pilots and ATC regarding the use of an RWLIS. Standardization in the transmission, interpretation and use of RWLIS data will also be necessary for an RWLIS to be used effectively as a safety net against runway excursions.

1.3.4 The paper urged ICAO to encourage the ICAO Friction Task Force (FTF) and aircraft manufacturers to take into account runway water level indicating systems when developing guidance material regarding pilot take-off and landing procedures depending on the water level on the runway.

1.4 DP/1/3 INNOVATIONS IN AVIATION TRAINING

1.4.1 The paper noted that long-term sustainability of aviation in APAC region depended partly on the continued availability of aviation professionals. The paper also noted that ICAO had taken a multi-pronged approach to address this shortage through the NGAP initiative, which was expected to come to fruition soon.

1.4.2 The paper recognized that NGAP required new training philosophies and methodologies to engage and equip with the right competencies. To ensure that training remained effective, Singapore had introduced several innovative learning strategies and teaching methodologies for aviation training in the Singapore Aviation Academy (SAA). Some of these training methodologies employed include competency-based learning, problem-based learning, role play exercises, and case studies. Such learner-centred methodologies were aligned with the characteristics of the NGAP.

1.4.3 The paper reviewed training system for license holders, and introduced some innovations to increase its throughput. One such innovation was in the training of Aircraft Maintenance Engineers (AMEs). The paper noted that Singapore reviewed the AME training regime in 2012 to identify and eliminate areas of duplication. Resulting from the review, potential AME applicants were able to gain knowledge and technical competencies while undergoing aerospace engineering courses in national education institutions. These institutions covered the foundation subjects that do not require specialized facilities, and SAA was able to reduce the apprenticeship by a year.

1.4.4 The paper urged States to make efforts towards innovation in training of aviation professionals. The introduction of innovations in training by States could potentially make some headway towards meeting the projected manpower shortage in the future.

1.5 DP/1/4 COLLABORATIVE APPROACH TO ATM CAPABILITY DEVELOPMENT AND INNOVATION

1.5.1 The paper noted that the region needs to take a long term view to plan and ensure continual pursuance of Seamless ATM. The paper also noted that in anticipation of implementing ICAO ASBU modules beyond Block 0 in order to address the region's long-term ATM needs, States and ANSPs in the region should work together to strengthen ATM development capabilities to complement or augment ATM Research and Development (R&D) efforts in other Regions, and generate innovative concepts which will provide regional solutions for regional problems while enhancing global ATM modernisation.

1.5.2 The paper further noted that collectively, the region's efforts can help expedite development of the ASBU Blocks 1 to 3 solutions, some of which may be needed earlier than the current planned timelines. The paper recognized that each State / ANSP had limited resources and

bandwidth devoted to longer term development issues hence the region can achieve synergy when resources were put together; in order to achieve a harmonised solution. The forging of partnerships between States, ANSPs, R&D entities and specialised technical agencies will serve to develop applicable and reliable ATM solutions adapted to the Region. Inter-region cooperation in ATM development is also important to ensure global interoperability.

**1.6 DP/1/5 TRANSFORMING ATM PERFORMANCE THROUGH
INNOVATION AND COLLABORATION**

1.6.1 The paper highlighted the discussions at the Asia Pacific Conference 2013 on innovation as a driver of the transformation of ATM performance and noted some of the game changing developments in ATM automation, ATFM, CDM and Information Management. The paper also noted the issue of cost and implementation time frames and the importance of ensuring that innovation was properly targeted at the needs of customers so that they were prepared to pay for the innovation, which in turn will create the incentive for more innovations.

1.6.2 The paper provided some recent examples of ATM innovation in the region such as ADS-B data sharing over the South China Sea and the Bay of Bengal as well as the CDM city pair pilot project between Bangkok and Singapore. The paper presented recent innovative ideas which included proposals for a sub-regional virtual ATFM concept and the harmonization of en-route PBN. These examples showed that the full benefits of innovation in the transformation of ATM performance can only be unlocked if there was close collaboration among ANSPs and between ANSPs and their stakeholders. For the Asia Pacific region, many ATM deficiencies were due to a lack of implementation of existing technology rather than new technology. The paper concluded that innovation need not be in quantum leaps but can be in small steps leveraging on existing technology and processes.

1.7 DP/1/6 ENGAGING THE NEXT GENERATION IN AVIATION PROFESSION

1.7.1 The paper noted that to support sustainable aviation development in Hong Kong, the Civil Aviation Department (CAD) of Hong Kong, China, had incorporated in its new headquarters complex an Education Path. The main objective of the Education Path was to arouse the interest of the next generation in aviation, and this was achieved through guided tours where visitors were treated to an exhibition of aviation development in Hong Kong, the work of CAD and different organizations which contributed to the safe and sustainable air transport system.

1.7.2 The paper outlined the design concept, special features and development plan of the Education Path, highlighting the main theme of global cooperation on aviation safety, security and environmental sustainability.

**1.8 DP/1/7 IMPLEMENTATION OF THE USOAP THROUGH A CONTINUOUS
MONITORING APPROACH (CMA) PROCESS AND STATE SAFETY
PROGRAM (SSP) ROAD MAP FOR HONG KONG CHINA**

1.8.1 The paper noted that the implementation of the USOAP CMA and the upcoming launch of Annex 19 by ICAO in November 2013 will take the global aviation safety framework into a new era. The paper also noted that these initiatives require Member States to actively participate in the CMA preparation and proactively manage safety through their State Safety Programme (SSP).

50th Conference of Directors General of Civil Aviation Asia and Pacific Regions

1.8.2 The paper reported that Hong Kong, China had taken quick action by establishing a new safety office, named the Strategic Safety Office, to oversee and coordinate the CMA process and SSP compliance. The paper also reported that work was in progress to complete the CMA online reporting mechanism, including the SAAQs, Compliance Checklists and CMA Protocols etc.

1.8.3 The paper recognized that given the magnitude of the efforts required for the implementation of CMA and Annex 19, it was imperative for States to ensure careful and prudent use of resources. The paper invited the Conference to support the work of ICAO in respect of the USOAP CMA and applicability of the new ICAO Annex 19, and to note the actions taken by Hong Kong, China.

1.9 DISCUSSIONS ON THE PAPER PRESENTED

DP/1/1 – Bangladesh and India complimented ICAO for the thought provoking paper. Bangladesh stressed upon the civil military cooperation to address the immense air traffic growth in the region. India noted the shortage of aviation professionals and invited the Conference to come with innovative solutions to address this challenge.

DP/1/4 – Bangladesh complimented Singapore for the paper and cited financial constraints faced by developing countries in implementation of ICAO ASBU modules within the stipulated target dates. A possible solution could be extending financial assistance through long term agreements. IATA complimented ICAO for showing leadership in developing the ATM Seamless Plan and welcomed the ATFM regional initiative. ICAO Regional Office informed the Conference that APANPIRG/24 had adopted the ATM Seamless Plan developed by the APASPG.

DP/1/5 – Bangladesh complimented CANSO and informed the Conference about signing of MOA with India on renewing the routes through its skies. Bangladesh also informed the Conference on the need and support for training and human resource development for enhancing capacity.

DP/1/2 – Bangladesh thanked Singapore for their innovation to measure water depth on runway and noted that their country experienced heavy rainfall for about six months in a year which could result in aquaplaning. To a query the Moderator requested Singapore to provide Bangladesh with the name of the manufacturer of the water depth measuring equipment.

D/ANB ICAO thanked Singapore and informed the Conference that the ICAO Friction Task Force is currently working on developing a global reporting format for the assessment and reporting of runway surface conditions and not on any particular device to measure water depth on runway. The task force will be looking at harmonizing terms and definitions used to describe runway surface conditions.

DP/1/6 – To a query from Bangladesh, Hong Kong China clarified that the Education Path was available for school students in order to arouse their interest in aviation.

DP/1/3 – Malaysia complimented Singapore and shared their experience on collaborating with universities and the concept of competency based training to address the growing aviation training demands. Bangladesh noted that Human Resource Development posed the greatest challenge in Bangladesh and requested Singapore and Malaysia to share their experience to address this challenge with their ministries.

50th Conference of Directors General of Civil Aviation Asia and Pacific Regions

India highlighted the important aspect for the new generation of aviation professionals was to work with industry and suggested that CANSO, IATA, ACI work with DGCA and suggest innovative solutions to address this.

D/ANB informed the Conference that ICAO in partnership with the industry has scheduled a NGAP symposium next year. This symposium will address harmonization across the globe and will be a good opportunity to discuss on how to start an association of training institutions.

DP/1/7 – Bangladesh and Macao China updated their status of CMA and SSP implementation. Malaysia fully supported new innovations and requested the Regional Office to Report the new innovations at the next DGCA Conference. D/ANB suggested that Regional Dash Board is available on the ICAO website for reporting on priorities and targets.

50th Conference of Directors General of Civil Aviation
Asia and Pacific Regions

AGENDA ITEM 2

REVIEW OF ACTION ITEMS ARISING FROM THE PREVIOUS CONFERENCE

Bangkok, Thailand : 1 - 4 July 2013

**50th Conference of Directors General of Civil Aviation
Asia and Pacific Regions**

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

2.1 Two (2) Discussion Papers and One (1) Information Paper were received under this Agenda Item. The two Discussion Papers were presented:

DP/2/1	Responses from Administrations to Action Items Arising from the 49 th Conference of Directors General of Civil Aviation, Asia and Pacific Regions	ICAO
DP/2/2	Airport Collaborative Decision Making (A/CDM)	IATA

2.2 DP/2/1 REPORT ON RESPONSES TO ACTION ITEMS ARISING FROM THE 49th CONFERENCE OF THE DIRECTORS GENERAL OF CIVIL AVIATION IN ASIA AND PACIFIC

2.2.1 The ICAO Secretariat provided details of the actions taken by various States/Administrations on the Action Items arising from the 49th 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 June 2013 only 14 Administrations had provided their response. This constituted less than fifty percent of the States/Administrations that the Asia Pacific Office is accredited to. The meeting noted that subsequent to this date responses were received from China, Vietnam, Republic of Korea, Thailand and Singapore. The level of implementation by Administrations was evaluated on the basis of the 14 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 Administrations that replied supported the Action Items arising out of the 49th Conference, with most having implemented a majority of the Action Items or indicating plans to do so.

2.3 DP/2/2 AIRPORT COLLABORATIVE DECISION MAKING (A/CDM)

2.3.1 The paper noted that in support of DGCA/49 Action Item 49/5, IATA had facilitated several A/CDM workshops in Asia Pacific in 2013 in order to develop global guidance material for the deployment of A/CDM. These workshops had successfully illustrated the benefits of A/CDM whilst emphasizing that implementation needs to be carefully coordinated with all stakeholders and particularly the airline community.

2.3.2 The paper also noted that IATA will continue these workshops and invited States and major airports to participate in future workshops.

2.4 DISCUSSIONS ON THE PAPER PRESENTED

2.4.1 The ICAO Secretariat while commenting on the responses from States/Administrations to Action Items arising from the 49th 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.

2.4.2 The Conference noted 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.

50th Conference of Directors General of Civil Aviation
Asia and Pacific Regions

AGENDA ITEM 3

REGULATORY OVERSIGHT, CAPACITY, AIR NAVIGATION PLANNING AND IMPLEMENTATION

Bangkok, Thailand : 1 - 4 July 2013

**50th Conference of Directors General of Civil Aviation
Asia and Pacific Regions**

**AGENDA ITEM 3: REGULATORY OVERSIGHT, CAPACITY, AIR NAVIGATION
PLANNING AND IMPLEMENTATION**

Moderator: Mr. NG Shung Ching (Colman)
Deputy Director General of Civil Aviation
Civil Aviation Department
Hong Kong China

3.1 30 Discussion Papers and 30 Information Papers were received. 30 Discussion Papers presented under this Agenda Item:

REF.	TITLE	PRESENTED BY
DP/3/1	APANPIRG Activities - Outcomes of APANPIRG/24	ICAO
DP/3/6	Global and Regional Initiatives Related to the Provision of Meteorological Service for International Air Navigation	ICAO
DP/3/7	Support for the Global Air Navigation Plan, Aviation System Block Upgrades and Regional Implementation	USA
DP/3/8	Implementing Language Proficiency Requirements on Licensed Maintenance Personnel	Malaysia
DP/3/10	Cost Benefit Study for the ADS-B Implementation and Remote VHF Extension over the Tahiti FIR	France
DP/3/11	The People's Republic of China Support and Cooperate with APAC Regional Sub-Office (RSO) to Promote Air Traffic Management Performance	People's Republic of China
DP/3/12	Consolidation of the Aerodrome SMS Elements into the Aerodrome Manual	People's Republic of China
DP/3/16	ICAO Online Aircraft Safety Information Service (OASIS) - A Collaborative Tool in Safety Oversight	Singapore
DP/3/17	A Collaborative Decision Making (CDM)/Air Traffic Flow Management (ATFM) Concept through Sub-Regional Cooperation	Hong Kong, China, Singapore and Thailand
DP/3/18	Support for the Efficient Organization and Use of ICAO Expert Groups	USA
DP/3/19 Changed to IP	Performance-Based Navigation Implementation in New Zealand	New Zealand
DP/3/20 Changed to IP	Regulating for Change a Risk Based Approach to New Zealand Aviation Regulation	New Zealand
DP/3/22	Bird Strike Control	Japan

**50th Conference of Directors General of Civil Aviation
Asia and Pacific Regions**

REF.	TITLE	PRESENTED BY
DP/3/23	The Importance of Emergency Equipment for ATC in Preparation for Natural Disasters	Japan
DP/3/25	Support for a Global Safety Framework	USA
DP/3/26	Japan's Approach for Flexible Use of Airspace	Japan
DP/3/27	ICAO Key Air Traffic Management Outcomes	ICAO
DP/3/29	Enhanced Runway Safety Issues	Malaysia
DP/3/30	Provision of Take-off Climb Surface and its Effect on Declared Distances	India
DP/3/31	Assessment of ADS-B Performance to Support ATS in India	India
DP/3/32	Using Automatic Dependent Surveillance-Broadcast Data for Monitoring Aircraft Height Keeping Performance	India
DP/3/36	Management of ADS-B Non-Equipped Aircraft Following Implementation of ADS-B Mandates	Australia
DP/3/37	Implications of the Proposed Global Air Navigation Plan and Global Aviation Safety Plan for the Asia-Pacific Region	Australia
DP/3/39	Global Shortage of Aviation Safety Inspectors	USA
DP/3/40	Strategic Way Forward: ICAO APAC Regional Sub-Office (RSO)	ICAO
DP/3/41	ICAO Key Seamless ATM Planning Outcomes	ICAO
DP/3/42	Seamless ATM Economic Study	IATA
DP/3/43	ICAO Key Regional Airspace Safety Outcomes	ICAO
DP/3/44	Accomplishments of the ICAO APAC Flight Procedure Programme (FPP)	ICAO
DP/3/47	The Republic of Korea's Expectation on APAC Regional Sub Office (RSO)	ROK
DP/3/53	Thailand Transition Altitude Harmonization	Thailand
DP/3/54	Remote Aerodrome Safety Audit: A Conceptual Framework	Thailand

3.2 DP/3/1 APANPIRG ACTIVITIES - OUTCOMES OF APANPIRG/24

3.2.1 The ICAO Secretariat presented the Outcomes from the Twenty Fourth Meeting of the Asia/Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG/24) held at the ICAO Regional Office in Bangkok from 24 to 26 June 2013. The Meeting was attended by 122 participants from 24 Administrations and 4 International Organizations (CANSO, IATA, IFALPA and SITA). APANPIRG/24 adopted 45 Conclusions and 14 Decisions. The Draft Meeting Report is available at the Regional Office web site: www.bangkok.icao.int under “APANPIRG and Subgroups” (the username and password have been provided to all Civil Aviation Administrations in the region).

3.2.2 The Conference noted that:

- States and International Organizations were urged to take follow-up action as appropriate on the applicable recommendations of the AN-Conf/12;
- States were urged to establish Runway Safety Teams comprising all the stakeholders at their airports and Runway Safety Programmes, and to address the mitigation measures in a timely manner;
- the FPL&AM Implementation Task Force was dissolved, and any on-going tasks delegated to the ATM SG;
- the Asia/Pacific ATFM Steering Group would be reconvened, to develop an ATFM framework, and address ATFM implementation issues;
- States were encouraged to engage in AIDC trials to implement operational AIDC messaging as a matter of priority, and implement five key AIDC messages as far as practicable;
- States were urged to make arrangements for senior civil and military decision-makers to facilitate the implementation and maintenance of SAR Agreements as early as possible;
- the Interface Control Document for ATN IPS (IP v.4) had been developed as regional guidance material;
- the Global Operational Data Link Document (GOLD) Edition 2, Revised Regional Aeronautical Mobile Service Strategy and the Asia/Pacific Regional PBN Implementation Plan Version 4.0 had been developed;
- the Performance-based Navigation Task Force (PBN/TF) was dissolved;
- the Revised Navigation Strategy and Revised Surveillance Strategy for the Asia/Pacific Region was developed;
- the AIM Quality Assurance Seminar, Data Link Performance Monitoring Seminar and Workshop on RCP and RSP was convened;
- the Asia/Pacific Seamless ATM Plan Version 1.0 was developed;
- ICAO will facilitate Asia/Pacific Seamless ATM Planning and Implementation Seminars/ Workshops for Asia/Pacific States;
- the Asia/Pacific Seamless ATM Planning Group (APSAPG) was dissolved.

Discussion: D/ANB informed the Conference that APANPIRG Reports would be brief, containing the conclusions and decisions adopted by the Group. The ICAO Air Navigation Commission (ANC) will review only specific action if it is specifically requested by the Group. However the Report will continue to be monitored by the Secretariat.

**3.3 DP/3/6 GLOBAL AND REGIONAL INITIATIVES RELATED TO THE
PROVISION OF METEOROLOGICAL SERVICE FOR
INTERNATIONAL AIR NAVIGATION**

3.3.1 The paper noted that to meet the current and emerging global requirements for aeronautical meteorological information, changes are being introduced in Amendment 76 to Annex 3 that will have a positive effect on the safety, efficiency and cost-effectiveness of international air navigation. For example, changes related to the World Area Forecast System (WAFS) will improve the complement of WAFS products that can be used in pre-flight planning and changes related to the International Airways Volcano Watch (IAVW) will improve the notification of volcanic eruptions and the content of volcanic ash safety-related information. As a precursor to the future system-wide information management environment supporting global air traffic management, new clauses will be introduced in Annex 3 to enable the digital exchange of OPMET information.

3.3.2 The paper also noted that Meteorology Sub-Group (MET SG) was specifically established under the APANPIRG to enhance the safety and efficiency of international air navigation in the Asia/Pacific region by overseeing development of regional air navigation plans in accordance with global air navigation and safety plans and the Aviation System Block Upgrades (ASBU). Expert groups were formed under the auspices of the MET SG to determine the current and future requirements for aeronautical meteorological information, improve the quality of meteorological advisories and warnings, facilitate effective use of the WAFS and increase the availability and reliability of OPMET.

3.3.3 The paper further noted that ICAO cooperates closely with the World Meteorological Organization (WMO) in the field of aeronautical meteorology. In such activities as the WMO tropical cyclone programme, ICAO provisions were promoted with respect to tropical cyclones. ICAO's participation in regional WMO meetings also facilitated the regional implementation of quality management of aeronautical meteorological information and the monitoring and rectification of air navigation deficiencies in the field of meteorology.

Discussion: To a query from IATA on the interface between VAAC and volcanic ash group, D/ANB noted that different structures existed across the world and that the global Volcanic Ash Task Force had completed its task.

Australia offered to host one center for space weather.

**3.4 DP/3/7 SUPPORT FOR THE GLOBAL AIR NAVIGATION PLAN,
AVIATION SYSTEM BLOCK UPGRADES AND REGIONAL
IMPLEMENTATION**

3.4.1 The paper noted that a significant outcome of the ICAO 12th Air Navigation Conference (ANC/12) was an agreement in-principle, to support the Global Air Navigation Plan (GANP) and the Aviation System Block Upgrade (ASBUs) concept. The paper also noted that ANC/12 had recommended that ICAO define a stable and efficient process for endorsing the GANP and ASBUs, by the 38th Session of the ICAO Assembly.

3.4.2 The paper further noted that while the ANC/12 agreed in-principle, there remain common misconceptions among States, Regional Groups and Industry regarding the GANP and ASBUs, which may lead States to hesitate their endorsement during the 38th Session of the ICAO Assembly. These misconceptions center on the structure of the ASBUs, the potential to have mandatory modules, the associated timeframes, and implementation.

3.4.3 The paper recognized that United States of America viewed the endorsement of the GANP as a positive direction and the ASBUs as the framework for implementation of future capabilities. The paper expressed the United States of America's view towards a regional implementation framework and provided an overview of an economic analysis framework.

Discussion: Republic of Korea supported and recognized the benefits of GANP implementation.

Japan supported the GANP and ASBU.

3.5 DP/3/8 IMPLEMENTING LANGUAGE PROFICIENCY REQUIREMENTS ON LICENSED MAINTENANCE PERSONNEL

3.5.1 The paper noted that Annex 1 (Personnel Licensing) to the Convention on International Civil Aviation prescribed Language Proficiency Requirements (LPR) for Flight Operations Personnel and Controllers. The paper introduced and shared Malaysia's move in implementing language requirements on licensed maintenance personnel.

3.5.2 The paper highlighted the importance of language proficiency for maintenance personnel with safety being the objective of implementing such requirement for maintenance personal. The paper also noted that incidents caused by airworthiness or maintenance work, with language error implications, had not been structurally compiled or collated either by ICAO or other State members including the NTSB of the United States.

3.5.3 The paper invited the Conference to note the initiative by Malaysia to implement LPR for maintenance personnel and to consider this with a high degree of priority.

Discussions: Bangladesh thanked Malaysia and noted that communication skills are important for the aircraft maintenance engineers as English language is a barrier for many APAC States. Further Bangladesh had a query on at what level the language was imposed- management and/or supervisory?

D/ANB informed the Conference that work on English Language Proficiency was in progress through on-going collaboration of the existing Working Group. Considering that no one was dedicated to this take within ICAO, work would continue with available resources.

3.6 DP/3/10 COST BENEFIT STUDY FOR THE ADS-B IMPLEMENTATION AND REMOTE VHF EXTENSION OVER THE TAHITI FIR

3.6.1 The paper noted that outside radar coverage, the procedural separations used were mostly 100 NM laterally. The coverage of remote VHF, which was the only means in the FIR to assure a reliable communication with the control center, was incomplete. The paper also noted that such a situation had an economic cost and raised safety concerns. These issues prohibit many aircraft from receiving their requested (optimal) cruise altitude. Further these aircraft either received a non-optimal cruise altitude or a ground delay to wait for availability of the requested altitude. The consequences were excessive aircraft fuel burn, excessive carbon emission, flight delays leading to excessive aircraft operational costs and waste of time for passengers, frequent and stressful loss of communication between pilots and air traffic controllers, excessive fuel reserve to limit the risk of not having enough range to reach destination.

3.6.2 The paper further noted that the modernization project and part of the PBN plan of the French Polynesia consisted of three pillars based on new technologies (GNSS): VHF extension, Deployment of RNAV (GNSS) approach operations and DME-like GNSS longitudinal separation, implementation of the ADS-B. The cost benefit study for the ADS-B implementation and VHF extension over Tahiti FIR from the ANSP, the user and the social point of view showed clearly that there was a strong business case for the project.

3.6.3 The Conference noted the planned ATM enhancements within the Tahiti FIR.

3.7 DP/3/11 THE PEOPLE'S REPUBLIC OF CHINA SUPPORT AND COOPERATE WITH APAC REGIONAL SUB-OFFICE (RSO) TO PROMOTE AIR TRAFFIC MANAGEMENT PERFORMANCE

3.7.1 The paper reviewed the tasks of Asia and Pacific Regional Sub Office (RSO) and noted that the CAAC completed the preparation on RSO and successfully hosted the RSO inauguration on 27th June 2013 in Beijing, China. Currently, there were 13 staff members, among them, 7 staff members including one deputy Chief of RSO, one ATM professional expert, 4 administrative staff and one IT specialist seconded from China. As the host State, China provided office premises, automation equipment, furniture and operational cost related to RSO premises according to the requirements of ICAO. In the meantime, the FPP was integrated into the RSO and 3 procedure designers were seconded from China.

3.7.2 The paper noted that as a Regional Sub-office of the Asia and Pacific Regional office in Bangkok, it was responsible for supporting improved airspace organization and management to maximize air traffic management performance in the Asia and Pacific Regions. The RSO may play a key role in implementing PBN in en route and terminal airspace, promoting and supporting the implementation of FUA by providing technical guidance and operational assistance, harmonizing and integrating the ATFM and standardizing CDM under the guidance of ICAO etc. The paper also reiterated that China would work with the RSO in the area to promote ATM performance.

3.7.3 The paper invited the Conference to recommend the relevant States to participate and support the RSO in AOM, ATFM, PBN, CDM, FUA and other projects determined by ICAO.

3.8 DP/3/12 CONSOLIDATION OF THE AERODROME SMS ELEMENTS INTO THE AERODROME MANUAL

3.8.1 The paper pointed out possible shortcomings in the proposed Annex 19 (A19) in respect of certain terminology.

3.8.2 The paper highlighted the importance of implementation of SMS, noting that it was better to implement three elements than just have 10 elements available in written forms, while not a single element was implemented. Thus it was necessary that SMS should be implemented in real world operations, instead of just being a show-case for a CAA inspection or audit.

3.8.3 The paper highlighted that SMS elements should be an essential part of the Aerodrome Manual (AM), to link SMS concepts and aerodrome operations, and there was more than one manual used in most airports, such as the AM, ISO quality manual; ISO environment manual etc. The addition of SMS manual as required by A19 will make airport operators find it difficult to implement all manuals, and if the airport operators were required to have a SMS manual separately from the AM, then the daily routine work of those airports front-line operation would remain unchanged, hence having no positive effect on airport safety. In general, it was clear that it will not be appropriate for airport operator to provide a separated so-called SMS

Manual for CAA approval/acceptance while its AM remains unchanged. The paper noted that a model AM had been developed in China and was available for use.

Discussions: D/ANB thanked China for the paper and noted that China had a member on the Safety Management Panel. ICAO clarified that the focus was on consolidating the various SMS provisions except for Annex 13. The current work program of Safety Management Panel included enhancements to the SMS provisions.

3.9 DP/3/16 ICAO ONLINE AIRCRAFT SAFETY INFORMATION SERVICE (OASIS) - A COLLABORATIVE TOOL IN SAFETY OVERSIGHT

3.9.1 The paper noted that States collected and stored aviation data related to aircraft and air operators, in formats according to State's requirements. A collaborated database will facilitate information exchanges between Authorities and would enhance the effectiveness and efficiency of their safety oversight activities.

3.9.2 The paper discussed the benefits of using the ICAO OASIS system to access information on Air Operator's Certificates and Operations Specifications, and also invited States to participate and utilize OASIS as a collaborative tool in safety oversight. The successful implementation of OASIS would provide a wealth of information that could be used to enhance the effectiveness and efficiency of safety oversight activities and may mean a reduction of duplication by air operators in providing their AOC information to various States. The Conference urged States to support and participate in the ICAO OASIS.

Discussions: Sri Lanka thanked Singapore for the paper.

IATA noted that the Conference encouraged APAC States to actively participate in OASIS and should not be restricted to Annex 6 provisions. IATA also noted that it was onerous to fill in data on the system.

3.10 DP/3/17 A COLLABORATIVE DECISION MAKING (CDM)/AIR TRAFFIC FLOW MANAGEMENT (ATFM) CONCEPT THROUGH SUB-REGIONAL COOPERATION

3.10.1 The paper noted that Hong Kong, China, Singapore and Thailand managed air traffic movements at some of the busiest international air hubs in this region. The Air Navigation Service Providers (ANSPs) of these three Administrations face a common challenge of balancing demand and capacity at their hub airports which predominantly handled international air traffic. The three ANSPs had collaborated to develop an ATFM concept based on CDM in which multiple, independent virtual nodes are supported by an interconnected information-sharing framework to efficiently manage air traffic movements in a harmonized and synchronized manner.

3.10.2 The paper also noted since DGCA/49, the three Administrations had made progress to develop the concept further between these three hubs at a sub-regional level. The three ANSPs recognized that such an ATFM concept based on CDM required the eventual widespread participation of States in the Asia and Pacific Regions. In the meantime, States/Administrations needed to discuss a common framework and harmonized approach to manage air traffic flow in the region in order to realize the full benefit of ATFM. ICAO Asia Pacific Air Traffic Flow Management Steering Group, which would convene later this year in Hong Kong, China, would be a relevant platform for States/Administrations to discuss and work towards a common goal of managing air traffic flow in this region.

Discussion: CANSO supported the collaboration on the A-CDM initiative. C/RSO stated that RSO had a mandate to support/direct working with States in the area of ATFM and CDM. Malaysia complimented ICAO for extending this initiative to States.

3.11 DP/3/18 SUPPORT FOR THE EFFICIENT ORGANIZATION AND USE OF ICAO EXPERT GROUPS

3.11.1 The paper noted that the 37th Session of the ICAO Assembly produced several resolutions directing ICAO to become more strategically focused. For the past three years, ICAO had addressed these resolutions by focusing on establishing strategic plans with priorities and targets, regional cooperation and stronger partnerships with international organizations and industry. These efforts have resulted in updates of the Global Aviation Safety Plan (GASP), Global Air Navigation Plan (GANP) and the creation of the Aviation System Block Upgrades (ASBUs).

3.11.2 The paper also noted that GANP sets the framework for States to develop their national air navigation systems in a compatible, efficient, and sustainable manner. The GASP provided a framework for the safety management of these systems, as States and stakeholders work collaboratively to implement the global objectives of ICAO.

3.11.3 The Conference noted that with these documents in place, ICAO would be able to conduct a more thorough review of the current work programs and priorities, and identify the skill sets needed to address this work. In addition, ICAO would be able to better align the work programs and priorities associated with Expert Groups. This effort would also enable States to better allocate their resources.

Discussions: France noted that it was not in favor of a committee as requested in Para 4.1 b) D/ANB informed the Conference that a complete reorganization of the Expert Group was being planned and ICAO was working on the methodology to be applied. Workshops were planned to study the Group Structure.

3.12 DP/3/22 BIRD STRIKE CONTROL

3.12.1 The paper noted that Take-off and landing of aircraft were always at high risk for bird strike which possibly would cause major damage of the aircraft and difficulty in continuing flight. Therefore, ICAO Doc 9137 (Airport Service Manual) had been revised in February 2012 to enhance the measures for preventing bird strike.

3.12.2 The paper reported that Japan Civil Aviation Bureau (JCAB) is promoting the development of bird strike prevention plans in light of the current situation analysis in each airport. In order to make these plans effective and appropriate, JCAB had designed a guideline for measures against bird strike in reference to the effective measures. In addition, JCAB had established a Committee which comprised of airport administrators, aircraft operators, and wildlife control specialists as members for bird strike control. The Committee and JCAB would work together to carry out the direct guidance for the airport administrator to support strongly the bird control measures at each airport.

3.12.3 The paper also noted that Japan had taken measures to repel the birds around airports through bird patrols, rockets (signal fire), Long Range Acoustic Devices (at night) and data analysis.

Discussions: The USA congratulated Japan for the paper, noting that risks due to bird strikes were on the increase and the threat to safety was serious. The USA had developed

a Wildlife Hazard Program and members could review additional information available in IP/3/59.

Bangladesh thanked Japan and noted the serious bird strike incidents at Dhaka international Airport, despite using scaring techniques. Bangladesh requested IATA to assist with their research program.

IFALPA thanked Japan and noted that bird strikes were one of the major safety threats. To a query regarding the use of runways with a tailwind component to avoid birds, Japan clarified that consultation with stakeholders was done before implementing procedures.

3.13 DP/3/23 THE IMPORTANCE OF EMERGENCY EQUIPMENT FOR ATC IN PREPARATION FOR NATURAL DISASTERS

3.13.1 The paper noted that Japan, where many earthquakes occurred, had compiled basic policies to clarify the role of airports in earthquake disasters and the necessity for improvement of earthquake protection at airports based on the past experience. The paper also noted that Japan had started the preparation of emergency equipment for Air Traffic Control (ATC) over 10 years ago, regularly conducted deployment training once a year and had prepared manuals for emergency operation.

3.13.2 The paper reported that Sendai airport was seriously damaged by the tsunami caused by Great East Japan Earthquake on 11 March 2011. Although the disaster was above assumptions, passenger flights were operated after almost a month, making a significant contribution for recovery in the region from the catastrophe.

3.13.3 The paper also noted that early resumption of operation at an airport was most important for rapid recovery from disaster. The damage of ATC equipment or navigation aids from a disaster took time to recover, so preparation of emergency devices was necessary.

3.13.4 The paper reiterated that due to the economic revitalization of the ASEAN region, early restoration of transport infrastructure was also important for neighboring countries and every country was encouraged to take crisis management action.

Discussion: Malaysia thanked and expressed their gratitude to Japan for assistance/support on disaster management. Australia noted that technology would help to mitigate disaster and airports should plan appropriate contingency measures.

3.14 DP/3/25 SUPPORT FOR A GLOBAL SAFETY FRAMEWORK

3.14.1 The paper noted that Global Aviation Safety Plan (GASP) was developed as a high level policy document to coordinate the efforts of States, industry, and international organizations in pursuit of the safe and orderly development of civil aviation. The United States supported the GASP as the framework for States to develop their national and regional safety management initiatives. The paper stated that however, for the GASP to be successfully implemented, this framework must be centered on broad collaboration and equal partnership amongst States, the aviation industry, and other stakeholders, to work together towards a mutually beneficial goal of promoting continuous improvement to the safety, efficiency, and integration of the international aviation system.

3.14.2 The paper noted that the revised GASP would be presented at the upcoming Assembly, and the United States is seeking the support of States and aviation stakeholders in endorsing the GASP, with a focus on system compatibility, harmonization of technical standards, partnership amongst stakeholders, and the promotion and sharing of best practices.

Discussions: Japan supported the proposal and noted that it would help in the implementation of GASP;

Sri Lanka congratulated USA and noted that effective implementation of GASP and GANP requires cooperation at all levels.

Singapore congratulated USA for the timely paper and supported the implementation of GASP. Singapore also noted that Safety Oversight would remain the foundation of the system and RASG will play a key role in the implementation of GASP.

Bangladesh complimented USA and echoed the sentiments of Sri Lanka and Singapore. Bangladesh also noted the resources required for effective implementation of GASP.

3.15 DP/3/26 JAPAN'S APPROACH FOR FLEXIBLE USE OF AIRSPACE

3.15.1 The paper noted that Airspace was a finite resource which needed to be most efficiently shared among various airspace users in order to cope with continuously growing air traffic demand. Airspace coordination between civil and military was one of the important contributors to a successful seamless air traffic management.

3.15.2 The paper stated that JCAB was committed to have Flexible Use of Airspace (FUA) and recognized the benefit of civil aircraft and Japan Self Defense Forces (JSDF) sharing airspace. For this the JSDF liaison officers were assigned at the ATM Center in 2006. Since then, JCAB's Airspace Management officers and JSDF liaison officers had been conducting coordination for the FUA. This challenge had generated various benefits such as contribution to shortening flight time and fuel savings of the civil aircraft operation. From this experience, each country was encouraged in taking action to further promote the Flexible Use of Airspace based on Civil/Military Cooperation.

Discussion: Thailand, Bangladesh and Republic of Korea supported the program on application of flexible use of airspace by maintaining close cooperation with military. Bangladesh noted that for ASBUs to be implemented effectively, civil/military should be taken on board. India provided an update on their civil/military cooperation.

3.16 DP/3/27 ICAO KEY AIR TRAFFIC MANAGEMENT OUTCOMES

3.16.1 The paper outlined key outcomes in Air Traffic Management for the Asia/Pacific Region.

3.16.2 The paper noted that Post-implementation review information relating to Amendment 1 to the 15th Edition of ICAO Doc 4444 (PANS/ATM) was provided, including discussion of transition period planning and execution, lessons learned in the area of project planning and resource allocation, issues arising from implementation that require further work, and the limitations inherent in the use of converter solutions. The Conference urged States and their ANSPs to take steps to remove the reliance on converters by upgrading ATM automation systems and their supporting peripheral systems to comply with the Amendment 1 changes.

3.16.3 The paper also noted the status of transition from Aeronautical Information Service (AIS) to Aeronautical Information Management (AIM) in the Asia/Pacific Region. The paper recognized the critical importance of AIS/AIM to flight safety and air traffic management, and the Region's poor performance in AIM implementation. The paper further noted that Air Navigation Deficiencies will be raised against unimplemented AIS-AIM Transition Steps.

50th Conference of Directors General of Civil Aviation Asia and Pacific Regions

3.16.4 The Conference noted the continuing problem of significant Aeronautical Information Publication (AIP) changes being promulgated without appropriate quality control and with lead-times not complying with ICAO Standards. The secretariat informed the Conference of its proposed strategy of providing details of non-compliance issues to APANPIRG and future Conference meetings.

3.16.5 The paper provided information on the Asia/Pacific Region's Search and Rescue (SAR) status, indicating that only three administrations complied with Annex 12 in all elements. The Regional SAR Compliance Overview indicated particular weaknesses in South Asia and the Southwest Pacific areas. The difficulties of enacting SAR agreements between States often involved waiting for long periods for political agreement.

3.16.6 The paper highlighted the difficulties of enacting agreements between States, which often involved waiting for long periods for political agreement and noted the desirability for States to establish Rescue Coordination Centres (RCCs) and Joint RCCs (JRCCs).

3.16.7 In conclusion the paper stated that the ICAO Asia/Pacific Search and Rescue Task Force (APSAR/TF) was expected to deliver a SAR plan within two years for enhancement of SAR capability within the Region, including enhancement of SAR services with neighbouring States.

Discussion: Hong Kong China complimented ICAO and noted with concern the lack of compliance with Annex 15 publication of AIP in a timely manner. They proposed an Action Item on this matter. The ICAO Regional Office requested the States to include AIM staff at the earliest stages of change management planning processes that affected AIM.

3.17 DP/3/29 ENHANCED RUNWAY SAFETY ISSUES

3.17.1 The paper noted that Annex 1 (Personnel Licensing) prescribed Language Proficiency Requirements (LPR) for Flight Operations Personnel and Controllers and shared Malaysia's move in implementing language requirements on licensed maintenance personnel.

3.17.2 The paper informed that ICAO had, in as early as 2007, mentioned such requirement to be recommended on licensed maintenance personnel due to concerns of language proficiency amongst maintenance personnel.

3.17.3 The paper reported that Malaysia strongly supported the importance of implementing LPR on maintenance personnel with safety being the objective. However, lack of material, data and guidance document, such as Docs 9835, 323 and 318 for purpose of LPR for pilots and controllers, had made it a challenge in implementing such requirement.

3.17.4 The paper invited the Conference to note the move by Malaysia to implement LPR for maintenance personnel and to consider this initiative with a high degree of priority.

3.17.5 The paper further invited the Conference to request ICAO to develop and issue guidance documents and to consider and recommend such LPR for maintenance personnel, for the purpose of harmonization and better inter-State conversion procedures.

Discussions: To a query from Moderator, Malaysia clarified that the responsibility for declaring the aerodrome operating minima rested with the Aerodrome Operator as per the Government Directives.

CANSO informed the Conference about the launch of their literature on Runway Safety Issues - unstable approaches which provides information to ATC and Pilots. The Regional Aviation Safety Group (RASG) had endorsed the material

for distribution. In addition, CANSO had also developed a check list for use by ANSPs and the Aerodrome operator. CANSO would work with safety partners and benchmark the check list against best practices.

Japan noted that considering the technical nature of the paper, the Conference should consider refer it to the RASG.

3.18 DP/3/30 PROVISION OF TAKE-OFF CLIMB SURFACE AND ITS EFFECT ON DECLARED DISTANCES

3.18.1 The paper noted that ICAO Annex 14, Volume I, Chapter 4 described the Obstacle Limitation Surfaces to be maintained for an aerodrome. The paper further noted that to describe the method of application of SARPs, the Annex contained material in the form of Attachments.

3.18.2 The paper also noted that while applying the SARPs and its description in the attachments thereto, it is observed that the problem is experienced for calculating the runway declared distances and provisions of take-off climb surface. The paper highlighted the issue and invited the Conference to recommend to ICAO for providing additional guidance on provisions in the Annex 14 regarding Take-off Climb surface vis-à-vis calculation of declared distances as per the description given in the Attachment A to the Annex 14.

Discussions: To a query, India clarified that the paper had not been presented to APANPIRG's AOPWG for consideration. China clarified that ambiguity existed between the text stated in Annex 14, Volume I and the Attachment. As this was a global requirement, the conference noted that this issue should be referred to ICAO for consideration by Aerodromes Panel.

3.19 DP/3/31 ASSESSMENT OF ADS-B PERFORMANCE TO SUPPORT ATS IN INDIA

3.19.1 The paper provided an insight into the assessment undertaken by India to compare the accuracy of horizontal position of ADS-B track with radar track. This assessment was done to complement the Separation and Airspace Safety Panel (SASP) assessment with ADS-B local implementation-focused assessment and to address specific local implementation requirements.

3.19.2 This paper also explained the assessment methodology and recommended to consider adopting a similar methodology for conducting a local assessment before using ADS-B surveillance for air traffic services to provide radar-like services.

3.20 DP/3/32 USING AUTOMATIC DEPENDENT SURVEILLANCE-BROADCAST DATA FOR MONITORING AIRCRAFT HEIGHT KEEPING PERFORMANCE

3.20.1 The paper noted that India had recently installed 14 ADS-B Ground stations at various locations and plans to install another seven such ground stations over the next one year.

3.20.2 The Paper presented the capability of using ADS-B (Automatic Dependent Surveillance-Broadcast) data for monitoring aircraft height-keeping performance with aircraft geometric height derived from ADS-B reports.

Discussions: Bangladesh complimented and requested India to assist the COSCAP South Asia States through regional cooperation. India assured the Conference that it would support neighboring countries through regional cooperation mechanisms.

**3.21 DP/3/36 MANAGEMENT OF ADS-B NON-EQUIPPED AIRCRAFT
FOLLOWING IMPLEMENTATION OF ADS-B MANDATES**

3.21.1 The paper noted that several APAC Region States had introduced mandatory ADS-B airspace or routes commencing on 12 December 2013. The requirement was for the purpose of the safety and efficiency of Air Traffic Management (ATM).

3.21.2 The paper also noted that there were strong reasons that justify the airspace mandates in the growth areas of the Region.

3.21.3 The paper presented a number of potentially complementary options for the management of non-ADS-B equipped or non-ADS-B complying aircraft into ADS-B mandated airspace or routes. The paper informed that States should consider these options as it is anticipated significant numbers of aircraft will remain non-equipped with ADS-B after the date of effect of the mandates.

3.21.4 The paper discussed issues arising from these possible options, and encouraged a harmonised approach to using these options by those member States who have, or are planning to, implement mandatory ADS-B airspace or routes.

Discussion: To a query from Bangladesh, Australia clarified that the ADS-B fitment was applicable for all aircraft flying in Australian airspace at/or above flight level 290, after 12 December 2013.

To a query from the Moderator on the low percentage of Business jets fitted with ADS-B, whether due to cost or retro fitting, Australia clarified that all aircraft were capable of being equipped. IBAC informed the conference that equipment was available but cost benefit was the main reason for the low percentage.

The Moderator concluded with the remarks that all parties should contribute to the successful implementation of Seamless ATM in the region.

**3.22 DP/3/37 IMPLICATIONS OF THE PROPOSED GLOBAL AIR NAVIGATION
PLAN AND GLOBAL AVIATION SAFETY PLAN FOR THE
ASIA-PACIFIC REGION**

3.22.1 In support of the new proposed Global Air Navigation Plan (GANP) and Global Aviation Safety Plan (GASP) to be considered for endorsement at the ICAO Assembly in October 2013, the Australian paper outlined the future planning implications for the Asia-Pacific Region and individual States in the region.

3.22.2 The paper recommended that the DGCA Conference support the development of an updated Asia-Pacific Regional Air Navigation Plan, consistent with the final GANP and its key policy principles once endorsed by the ICAO Assembly. The paper also encouraged States to develop their own national air navigation plans which could form an Appendix to their State Safety Programs.

3.22.3 Similarly the paper recommended Asia-Pacific regional and State air navigation plans be updated after the final Global Aviation Safety Plan (GASP) was endorsed by the ICAO Assembly, which is to be considered later this year, to ensure that regional and State plans reflect safety priorities and objectives in the GASP.

50th Conference of Directors General of Civil Aviation Asia and Pacific Regions

3.22.4 The paper invited the Conference to recommend APANPIRG coordinate the updating of the Asia Pacific Regional Air Navigation Plan to reflect the final GANP and GASP and requested member States report to the ICAO Asia-Pacific Regional Office on individual State progress in developing their own air navigation plans, for consideration at the 51st DGCA Conference.

Discussions: ICAO informed the Conference that the paper was reviewed and that APANPIRG /24 had adopted the seamless ATM Plan. The region will start the implementation through the various Sub Groups.

D/ANB thanked Australia for the paper and noted that PIRG will look at GANP and RASG will look at GASP.

ICAO noted that States were expected to develop their State future ATM plan in consideration of the GANP, Asia Pacific Seamless ATM Plan approved by APANPIRG and regional air navigation priorities for increasing capacity and efficiency and accommodating traffic in future in a harmonized manner. The Conference noted that the Regional ANP was currently a document within which were recorded facilities and services that States have committed to implement.

ICAO informed that RASG is still in infant stage and the Regional Office did not support the merger of RASG and APANPIRG. The present structure would continue with RASG addressing flight operations matters, and APANPIRG address air navigation matters. The Conference proposed that Australia and ICAO discuss the matter offline and come to a consensus.

3.23 DP/3/39 GLOBAL SHORTAGE OF AVIATION SAFETY INSPECTORS

3.23.1 The paper noted the global shortage of qualified aviation safety inspectors had become evident as ICAO Member States continue to enhance their capabilities in aviation safety oversight. This shortage was evident through a high number of inspector vacancies, and the movement of trained and qualified inspectors to other authorities or to private industry. Inspectors perform a core function of an aviation authority and have direct impact on aviation safety. The paper invited the support of APAC States to request that ICAO focus attention to this growing need for inspectors. The paper suggested possible ways such as ICAO facilitate integration of aviation safety inspectors into the ICAO's Next Generation of Aviation Professionals (NGAP) programme, including the use of the NGAP working groups to develop and provide outreach and guidance materials, and possibly develop a workshop for member states.

Discussions: The Conference noted that the shortage of inspectors had no quick solution and ICAO would be convening a NGAP Symposium this year to address the issue.

Japan noted that it was important to secure enough Safety inspectors to ensure ICAO compliance.

The USA noted that the issue was global but that consideration and planning should start at a regional/Local level.

Bangladesh noted that instead of sending one or two professions for training overseas, due to budget constraints it would be better for one resource person to travel to train a number of professionals. Bangladesh thanked Singapore on extending fellowships to its professionals.

D/ANB noted that the shortage of safety Inspectors was very critical. A safety inspector shortage training package was on the ICAO work program.

3.24 DP/3/40 STRATEGIC WAY FORWARD: ICAO APAC REGIONAL SUB-OFFICE (RSO)

3.24.1 The paper presented a strategic way forward of the APAC Regional Sub-Office (RSO) which was inaugurated on 27 June 2013 in Beijing. The RSO was established under a strategic framework which included four areas namely, Improved Safety and Efficiency of Flight Operations through Innovative Procedures; Enhanced Airspace Capacity and Efficiency to accommodate Asian Aviation Growth; Optimized ATM Operations via Collaborative Management of Traffic Flow; and ensure Continuous Improvement of Organizational Performances. The paper also discussed the organizational structure of the RSO, its coordination framework with the APAC Regional Office, successful inclusion of the Flight Procedure Programme and the RSO's five kick-off projects.

Discussions: Bangladesh complimented ICAO, China, India, Japan, Malaysia, Republic of Korea and Singapore for their support in establishing the Regional Sub Office. Bangladesh also expressed their gratitude for selecting their State for one of the RSO kick off projects.

India complimented China and noted that RSO would be task based, funded by resources from the Region with an emphasis on regional cooperation.

Singapore complimented ICAO and supported the implementation of Seamless ATM planning through collaboration and assistance to States. Singapore informed that it is fully committed to work with the RSO.

Japan congratulated ICAO and China for establishing RSO and echoed the statement made by Singapore.

Malaysia congratulated ICAO and China and extended full support for the RSO work.

The President of the ICAO Council concluded with the slogan- Think Globally, Act Locally.

3.25 DP/3/41 ICAO KEY SEAMLESS ATM PLANNING OUTCOMES

3.25.1 The paper presented key outcomes from the Asia/Pacific Seamless ATM Planning Group (APSAPG).

3.25.2 The Conference recalled that development of the Asia/Pacific Seamless ATM Plan was originated at the 46th DGCA Conference in Osaka Japan in 2009 and APANPIRG was tasked to discuss and plan the future ATM System of the Asia Pacific Region (DGCA Action Item 46/1).

3.25.3 The paper noted that IATA introduced an economic analysis of transition to Seamless ATM entitled *Economic Analysis of Seamless Air Traffic Management*.

3.25.4 The paper also noted the results of the Seamless ATM Survey, Major Traffic Flow (MTF) and Sample Regional Routes Study. These assessments determined there were, with the exception of some busy city pairs where States had been working closely to improve ATM and within Pacific airspace, many problems such as interoperability, lack of harmonisation, unnecessary use of procedural systems where tactical capability existed, and fragmentation of airspace.

3.25.5 The paper further noted that the Seamless ATM Plan Version 1 was adopted by APANPIRG/24. States and Administrations were urged to:

- a) review Version 1.0 of the Asia/Pacific Seamless ATM Plan and utilise the Plan to develop planning for State implementation of applicable Seamless ATM elements;
- b) ensure relevant decision-makers are briefed on the Seamless ATM Plan;
- c) submit the first Regional Seamless ATM Reporting Form to the ICAO Regional Office by 01 March 2014; and
- d) where possible, participate and contribute to Seamless ATM system collaborative training and research initiatives.

ICAO was urged to facilitate Asia/Pacific Seamless ATM Planning and Implementation Seminars/ Workshops for Asia/Pacific States, in conjunction with the provision of Seamless ATM Implementation Guidance Material on the ICAO Regional Office web site.

Discussion: Thailand supported the Seamless ATM Plan.

The USA recognized the significant work done and endorsed the plan as a solid foundation which would improve safety and efficiency between FIRs.

IATA recognized the effort and leadership shown by the ICAO Regional Office and noted that the Plan would assist to enhance airspace capacity

ICAO acknowledged the effort put in by the Regional Office's ATM section and congratulated the States and Industry Partners for assisting to develop the APAC Seamless ATM Plan.

The Conference noted that lot of effort had been undertaken to finalize the Seamless ATM Plan and supported the implementation.

3.26 DP/3/42 SEAMLESS ATM ECONOMIC STUDY

3.26.1 The paper noted that IATA developed a "Cost Benefit Analysis" of transition to Seamless ATM and the study entitled, "economic analysis of Seamless air traffic management", was presented at the recent APSAPG/4 meeting in Hong Kong. The paper reported that APSAPG/4 meeting noted the substantial economic benefits from implementation of the ATM seamless plan.

3.26.2 The paper highlighted the key outcomes of the initial study as under:

- a) Aviation currently contributed 2.22% to Asia Pacific States Gross Domestic Product (GDP);
- b) With ASBU Block 0 improvement, overall aviation contribution was forecasted to reach 4% to the Regional GDP by the year 2030; and
- c) Without ASBU Block 0 improvements, overall aviation's contribution to Regional GDP will fall to 0.8% by the year 2030.

3.27 DP/3/43 ICAO KEY REGIONAL AIRSPACE SAFETY OUTCOMES

3.27.1 The paper outlined key outcomes on airspace safety monitoring for the Asia/Pacific Region.

3.27.2 The paper noted that there was a considerable lack of data-link problem reporting among Future Air Navigation Systems Interoperability Team-Asia (FIT-Asia) States and airspace users, and few FIT-Asia States had arrangements in place for the analysis of Problem Reports (PRs) by a competent Central Reporting Agency (CRA). The paper informed that States were urged to support FIT-Asia and report PRs through CRA analysis.

3.27.3 The paper also noted that in general, the performance of data link supporting Automatic Dependent Surveillance-Contract (ADS-C) and Controller Pilot Data Link Communications (CPDLC) met the Required Communications Performance (RCP) and Required Surveillance Performance (RSP) expectations outlined in the Global Operational Data-Link Document (GOLD). However data link using High Frequency (HF) as a media was not meeting RCP.

3.27.4 The paper further noted that there had been a general reduction in non-Reduced Vertical Separation Minimum (RVSM) approved aircraft, which reflected the worldwide reduction that occurred after September 2012, mainly due to enhanced cross-checking and follow-up of aircraft approval status. However there still remained significant numbers of non-approved airframes identified repeatedly in the RVSM stratum. Recognising the serious risk to safety, as well as the continued non-compliance by some operators with RVSM requirements over many years, the Regional Airspace Safety Monitoring Advisory Group (RASMAG) agreed to a recommendation that such operations be denied access to RVSM airspace.

3.27.5 The paper noted that an unreported outage at an Inmarsat facility during the third quarter of 2012 of 220 minutes and another in early February 2013 of 48 minutes had degraded availability performance, while the Iridium network suffered from only having a single Ground Earth Station (GES), which was affected by weather outages.

3.27.6 The paper also reported that stemming from the analysis of multiple incidents in the same general location, there appeared to be an urgent need for prioritization of AIDC (ATS Inter-facility Data Communications) implementation as a risk mitigation measure at the certain interface hot spots. These hot spots were also where category E Large Height Deviations (LHDs) (ATC to ATC transfer errors as a result of human factors issues) formed a significant portion of the total reports.

3.27.7 The paper invited the Conference to note the significant improvement in regional compliance with the RVSM target level of safety overall to 90% by Flight Information Region (FIR), particularly with a reduction of LHDs in the West Pacific/South China Sea (WPAC/SCS). However the 94 WPAC/SCS occurrences still constituted 28% of all Asia/Pacific LHDs within a dense traffic area.

**3.28 DP/3/44 ACCOMPLISHMENTS OF THE ICAO APAC FLIGHT
PROCEDURE PROGRAMME (FPP)**

3.28.1 The paper provided an update of the progress and accomplishments of the ICAO APAC Flight Procedure Programme (FPP). The paper also discussed the Strategy Forward for FPP Phase 2 covering the years 2013-2017 and its integration into the Regional Sub-Office (RSO).

**3.29 DP/3/47 THE REPUBLIC OF KOREA'S EXPECTATION ON APAC
REGIONAL SUB OFFICE (RSO)**

3.29.1 The paper reviewed the tasks of Asia and Pacific Regional Sub Office (RSO) and recommended that the RSO perform its key roles in strengthening cooperation among States in the North Asia Sub Region and assume the tasks of Performance Based Navigation (PBN) Implementation in the Asia and Pacific Region.

3.30 DP/3/53 THAILAND TRANSITION ALTITUDE HARMONIZATION

3.30.1 The paper noted that Thailand's current altimeter setting procedures stated that the transition altitude over some aerodrome was specified at 11,000 feet and over other aerodromes 6,000 feet. As a consequence, pilots who operated between 6,000 and 11,000 feet might set their altimeters with different pressure value. In addition, there was confusion over how the altimeter should be set while operating outside of terminal airspace.

3.30.2 The paper also noted that to solve this problem, Thailand had formed a working group comprising representatives from the Department of Civil Aviation, Thai Meteorological Department, Royal Thai Air Force, Royal Thai Navy and Aeronautical Radio of Thailand Ltd. The paper reported that the working group had reached the conclusion that a common transition altitude for all Bangkok FIR should be established.

3.30.3 The paper also referred to the highest terrain in Bangkok FIR and therefore the new common transition altitude will be designated at 11,000 feet. Furthermore, to provide a sufficient vertical separation and obstacle clearance to an aircraft that operated above transition altitude, the transition level was established at Flight Level 130.

3.30.4 The paper invited the Conference to note that Thailand expected these new procedures to become effective by the end of 2013 and that these new altimeter setting procedures will improve safety and efficiency of flights within Bangkok FIR.

Discussion: Singapore complimented Thailand for the harmonization and proposal for establishing common transition altitude for Bangkok FIR. This will improve safety and efficiency of flights. Moderator noted that harmonization is desirable but not always possible due to terrain.

IFALPA thanked Thailand and suggested that users should be consulted in the process.

ICAO noted that Seamless ATM Plan considered harmonization of transitional altitudes.

**3.31 DP/3/54 REMOTE AERODROME SAFETY AUDIT: A CONCEPTUAL
FRAMEWORK**

3.31.1 The paper noted that Department of Civil Aviation, Thailand is responsible for overseeing safety of civil aviation in Thailand. One of its functions was monitoring operation of 38 commercial airports. The paper presented a new concept for airport operation monitoring called "Remote Audit" (RA). The paper also noted that limitation of work force, time and geographical constrains were the most important factors that contributed to the success of the program.

3.31.2 A checklist had been created to make the remote audit convenient, easy to understand, and compliant with the standards. The Remote Audit manual was created which included training and test demos' actual experimentation. This was done with the airport operators who had skill and direct responsibility fill out the checklist and certify that the audit conforms to

the reality. The Remote Audit included a database, which organized document files, regulations of the airport, airport manuals or related photos of each airport. The database was used as the tool for the auditors of the airport standards bureau to analyze the accuracy of the defect /recommended improvement for the Remote Audit of each airport.

3.31.3 The paper further noted that Remote Audit comprised of two-layer monitoring a conventional audit and RA. A conventional audit required DCA's auditors to perform an audit at an airport, while RA ideally depended on an airport operator self-monitoring and self-audit based on standards and checklists developed by DCA.

50th Conference of Directors General of Civil Aviation
Asia and Pacific Regions

AGENDA ITEM 4

**ECONOMIC DEVELOPMENT OF
AIR TRANSPORT**

Bangkok, Thailand : 1 - 4 July 2013

**50th Conference of Directors General of Civil Aviation
Asia and Pacific Regions**

AGENDA ITEM 4: ECONOMIC DEVELOPMENT OF AIR TRANSPORT

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

4.1 Five (5) Discussion Papers and four (4) Information Papers were received under this Agenda Item. The following DPs were presented

REF.	TITLE	PRESENTED BY
DP/4/3	JAPAN'S Case for Diversification of Air Transport Services and Increase in Consumer Benefit	Japan
DP/4/4	Current Approaches toward further Enhancement of Airport Management in Japan	Japan
DP/4/5	Promotion of the Convention for the Unification of Certain Rules for International Carriage by Air (Montreal Convention of 1999)	IATA
DP/4/6	Core Principles on Consumer Protection	IATA
DP/4/8	Indonesia's Perspectives on the Outcome of ICAO's Sixth Worldwide Air Transport Conference (ATConf/6)	Indonesia
DP/4/8	Indonesia's Perspectives on the Outcome of ICAO's Sixth Worldwide Air Transport Conference (ATConf/6)	Indonesia

4.2 DP/4/3 JAPAN'S CASE FOR DIVERSIFICATION OF AIR TRANSPORT SERVICES AND INCREASE IN CONSUMER BENEFIT

4.2.1 The paper noted Japan's policies and efforts in diversifying their air transport services by promoting the entry of new airlines including LCCs while ensuring that they meet the same aviation safety standards. The paper recognized the generation of new demand brought about by the increase in domestic routes by the LCCs, the increased consumer benefits as well as the satisfaction of passengers.

Discussion: Bangladesh highlighted the need to maintain a balance between airlines' commercial viability and compliance with safety requirements.

4.3 DP/4/4 CURRENT APPROACHES TOWARD FURTHER ENHANCEMENT OF AIRPORT MANAGEMENT IN JAPAN

4.3.1 The paper noted Japan's approach in enhancing airport management such as public-private partnership and measures provided to various types of operators to meet the demands of communities around airports, leading to efficient and effective airport management. This has in turn contributed to the development of air transport and the economy.

Discussion: Bangladesh congratulated Japan for the paper and thanked Japan for supporting Bangladesh at some of its airports in the areas of CNS and security.

**50th Conference of Directors General of Civil Aviation
Asia and Pacific Regions**

4.4 DP/4/5 PROMOTION OF THE CONVENTION FOR THE UNIFICATION OF CERTAIN RULES FOR INTERNATIONAL CARRIAGE BY AIR (MONTREAL CONVENTION OF 1999)

4.4.1 The paper noted that the 1999 Montreal Convention (MC99) established a modern, fair and effective regime to govern airline liability to passengers and shippers on international flights and was envisaged as a single, universal liability regime.

4.4.2 The paper also noted that as of today, 88 ICAO Contracting States, including a number of major aviation States in the Asia and Pacific regions had yet to ratify MC99.

4.4.3 The paper recalled that universal ratification of MC99 will mean that governments can truly ensure that a modern and fair liability regime would apply to passenger and cargo claims, whatever the route or destination involved. Likewise, since MC99 facilitated the use of electronic air way bills, universal ratification means that governments can be sure that their industry stakeholders that rely on air cargo connectivity can avail themselves of faster shipment times, the ability to track cargo and lower costs on a global scale.

Discussion: Hong Kong China informed the conference that it had ratified MC99 in year 2006. Thailand informed the conference that its proposed ratification of MC99 has been approved by its Cabinet.

The Conference supported the universal adoption of MC99 and urged States that have not done so to ratify MC99 as soon as possible.

4.5 DP/4/6 CORE PRINCIPLES ON CONSUMER PROTECTION

4.5.1 The paper noted that in recent years, there had been a proliferation of national and regional passenger rights regimes and the current patchwork of regulatory responses to consumer protection created unintended consequences for the consumer and cost and complexity for the global air transport industry. The paper also recalled that the recent ICAO Air Transport Conference/6 recommended that ICAO develop a set of core principles on consumer protection.

4.5.2 The paper informed that the airline industry had unanimously adopted a set of principles on consumer protection at the recent IATA AGM in June 2013, based on lessons learned from existing regimes. The Conference was invited to note these principles.

Discussion: AAPA complimented IATA on the paper and noted that consumers should be allowed to exercise trade-offs between airfare and service levels to select a product according to their expectations. .

Singapore commended IATA for presenting the perspective of the airline industry.

USA congratulated IATA and supported the paper. However, USA noted that it is pre mature to ask ICAO to adopt the core principles of consumer protection recently endorsed by the airline industry. USA also noted that ICAO will consider IATA's core principles at the appropriate time.

India agreed with USA's comment and noted that ICAO will continue its discussions with the various stakeholders on the core principles on consumer protection.

D/ATB noted that ICAO will continue to discuss with IATA on the matter.

**50th Conference of Directors General of Civil Aviation
Asia and Pacific Regions**

**4.6 DP/4/8 INDONESIA'S PERSPECTIVES ON THE OUTCOME OF ICAO'S
SIXTH WORLDWIDE AIR TRANSPORT CONFERENCE
(ATCONF/6)**

4.6.1 The paper recognized the outcomes of ICAO Air Transport Conference/6, and noted that Indonesia supported the recommendations made by ICAO as long as it took into account the different levels of air transport development of each country. The decision to become parties to liberalization agreements had to be voluntarily taken by each country.

4.6.2 The paper also appreciated the ICAO initiative to develop core principles on consumer protection, serving as guidelines rather than as regulations for the countries. States should have the prerogative to decide on the criteria for their national designated airlines.

4.6.3 The paper invited the Conference to support the ICAO initiatives.

Discussion: Bangladesh thanked Indonesia for its paper and supported liberalization on a gradual basis according to the pace of development of each country.

USA thanked Indonesia for its paper, but noted that the ICAO Worldwide Air Transport Conference/6 recommendations already presented balanced outcomes, taking into account the views of all participating countries including Indonesia.

4.7 SUMMATION BY THE MODERATOR

4.7.1 The Conference noted the presentation by ICAO on the economic development of air transport and the outcomes of the 6th Worldwide Air Transport Conference. The Conference further noted the recommendations from the 6th Worldwide Air Transport Conference.

4.7.2 Supporting the universal adoption of the 1999 Montréal Convention, the Conference urged Asia and Pacific States to ratify the Convention if they have not done so.

4.7.3 The Conference noted Japan's sharing on the facilitation of the growth of LCCs while upholding the LCCs to the same safety standard, both for the benefit of consumers; and on enhancing the efficiency and effectiveness of airport management.

50th Conference of Directors General of Civil Aviation
Asia and Pacific Regions

AGENDA ITEM 5

AVIATION AND ENVIRONMENT

Bangkok, Thailand : 1 - 4 July 2013

**50th Conference of Directors General of Civil Aviation
Asia and Pacific Regions**

AGENDA ITEM 5: AVIATION AND ENVIRONMENT

Moderator: Mr. H. M. C. Nimalsiri
Director General & Chief Executive Officer
Civil Aviation Authority of Sri Lanka

5.1 Five (5) Discussion Papers and seven (7) Information Papers were received under this Agenda Item. The following five (5) Discussion Papers were presented:

REF.	TITLE	PRESENTED BY
DP/5/1	United States Federal Aviation Administration Airport Sustainability Initiatives	USA
DP/5/2	Recent Developments in ICAO on International Aviation and Climate Change	ICAO
DP/5/3	Noise Management in India and the Asia-Pacific Region	India
DP/5/5	Various Approaches and Measures to Address Greenhouse Gas Emissions from Aviation	Japan
DP/5/6	Asia and Pacific Initiative to Reduce Emissions (ASPIRE)	Japan & Thailand

5.2 DP/5/1 UNITED STATES FEDERAL AVIATION ADMINISTRATION AIRPORT SUSTAINABILITY INITIATIVES

5.2.1 The paper noted that Airports around the world were working to improve the sustainability of their operations, maintenance, and other activities. The paper also noted that United States Federal Aviation Administration (FAA) was supporting airports as they reduce environmental impacts, promote high and stable levels of economic growth, and improve community relations.

5.2.2 The paper further noted that FAA was providing grant funding to airports across the country to develop comprehensive, long-term sustainability plans. In collaboration with industry, the FAA was also developing synthesis studies on airport recycling and waste minimization. These studies would be used by airports to develop more robust recycling and waste minimization programs.

5.2.3 The FAA was also pursuing several emissions reduction initiatives. The Continuous Low Energy, Emissions, and Noise Reduction Program, led by FAA in coordination with Boeing, General Electric, Honeywell, Pratt & Whitney, and Rolls Royce, would lead to alternate aviation fuels that could reduce aircraft emissions.

5.2.4 Programs like the Voluntary Low Emissions Program (VALE) and the Zero Emission Vehicle Pilot program were focused on reducing ground-based airport emissions. The VALE program alone had resulted in emission reductions equivalent to removing 20,600 cars and trucks from the road each year for the next decade.

5.2.5 The FAA had also expanded energy efficiency initiatives and was preparing guidance that would help airports analyze their energy requirements for heating and cooling, base load, back-up power, and power for airport vehicles and ground service equipment. These analyses would be completed for every airport that was completing a master plan.

5.2.6 As for renewable energy, the FAA, in cooperation with the U.S. Department of Energy, recently completed a solar glare hazardous analysis tool that could help airports eliminate potential ocular impacts during aircraft operations. This tool, and forthcoming guidance on the subject, would enable airports to make full use of solar energy.

5.2.7 The preceding emissions reduction, energy efficiency, and renewable energy initiatives would help mitigate the effects of climate change. The FAA was also pursuing climate adaptation actions. These actions include an assessment of select navigation infrastructure at 14 coastal locations potentially vulnerable to water inundation from hurricane storm surge and participation in U.S. Department of Transportation regional climate adaptation studies.

5.3 DP/5/2 RECENT DEVELOPMENTS IN ICAO ON INTERNATIONAL AVIATION AND CLIMATE CHANGE

5.3.1 The paper noted the concrete steps being taken by ICAO and its Member States, since the 37th Session of the Assembly, towards the development and implementation of coordinated and comprehensive actions to address CO₂ emissions from international aviation. It encouraged individual States to actively participate in, and contribute their expertise and resources to, the work of ICAO on aviation and the environment.

5.3.2 The paper highlighted an intensive capacity-building programme undertaken by ICAO, which enabled the preparation and submission of action plans on CO₂ emissions reduction activities by Member States that represent approximately 80% of global air traffic. It requested those States that have not yet submitted action plans to inform their national action plan focal points of the availability of further assistance from the ICAO Secretariat related to the preparation and submission of States' action plans. The use of ICAO IFSET tool was encouraged for the quantification of environmental benefits from operational measures, as part of the preparation of States' action plans.

5.3.3 The paper also noted the progress in developing Standards, guidance and tools to facilitate the implementation of "a basket of measures", from which Member States select in their action plans, as well as the new focus of ICAO activities regarding how to best support Member States that need assistance for the implementation of measures identified in their action plans. It encouraged individual States to continue to collaborate with their national focal points for the preparation, update and implementation of States' action plans.

Discussion: D/ANB encouraged States to use the IFSET to compute the fuel savings from the implementation of operational improvements and broadcast the good results. The Regional Office would support States who needed assistance.

5.4 DP/5/3 NOISE MANAGEMENT IN INDIA AND THE ASIA-PACIFIC REGION

5.4.1 The paper noted the noise management initiatives introduced by India to ensure sustainable growth in Indian civil aviation and the noise study undertaken for Delhi International Airport in 2012. The paper also noted some of the unique characteristics of the Asia-Pacific Region, and recommended the development of noise studies and noises monitoring systems at major airports by 2014, as well as the introduction of noise limits/guidelines and land use plans specific to airport areas by 2018 in line with ICAO's Balanced Approach and the specific state conditions.

Discussion: To a query from New Zealand and Hong Kong China, India clarified that it is not mandatory for States to install permanent noise monitoring system and agreed to change the word 'mandate' in Para 4.1 a) with the word 'invite'.

**5.5 DP/5/5 VARIOUS APPROACHES AND MEASURES TO ADDRESS
GREENHOUSE GAS EMISSIONS FROM AVIATION**

5.5.1 The 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. The paper noted that States in the Asia Pacific region continued to voluntarily undertake various measures to reduce aviation emissions. The paper recognized that sharing information on various measures was useful to promote activities to reduce aviation emissions and that all the information collected by ICAO was available at ICAO website; http://www.icao.int/environmental-protection/Pages/VM_Results-2010_EN.aspx.

5.5.2 The paper recognized the various measures undertaken by States to reduce GHG emissions from aviation and the usefulness of sharing information on good practices among States and aviation industry partners in order to enhance efforts to reduce aviation emissions. The paper also urged States to note the work done by ICAO FPVM to promote sharing information on good practices to reduce aviation emissions among states and their aviation industries.

**5.6 DP/5/6 ASIA AND PACIFIC INITIATIVE TO REDUCE EMISSIONS
(ASPIRE)**

5.6.1 The paper noted that the Asia and Pacific Initiative to Reduce Emissions (ASPIRE) was a partnership of air navigation service providers focused on environmental stewardship in the region. The ASPIRE partnership was initiated by the signing of the ASPIRE Joint Statement of Purpose by Airservices Australia, Airways New Zealand, and the Federal Aviation Administration at the Singapore Airshow in February 2008. The paper also noted that the partnership had since grown to include the Civil Aviation Bureau, Japan (JCAB), the Civil Aviation Authority of Singapore (CAAS), and Aeronautical Radio of Thailand Limited (AEROTHAI). Unlike regional collaborations which focused primarily on technology demonstration, the ASPIRE partnership was a comprehensive approach to environmental stewardship for the region. Under ASPIRE, current and future partners pledged to adopt and promote best practices that had demonstrated and proven success in the reduction of greenhouse gasses, as well as to the development of work programs to promote future gains for the environment.

5.6.2 The paper reported that ASPIRE Partners were focused on expansion of the partnership to include additional air navigation service providers and airlines in the region and recognized that the greatest benefit would be delivered through the broadest collaboration. The ASPIRE partners were seeking to expand the partnership by encouraging airlines and ANSPs who share their environmental values to become ASPIRE partners. Interested providers would be asked to demonstrate clear environmental initiatives in their current or near term work programs that contribute to and align with the overall goals of ASPIRE.

President of the ICAO Council commented that he was pleased to listen to the environment papers and stated that the papers were useful for discussion on climate change.

5.7 SUMMATION BY MODERATOR

5.7.1 USA outlined FAA initiatives in airport sustainability planning, airport recycling, emission reduction, energy efficiency, solar energy and climate change adoption.

5.7.2 ICAO gave a summary of the main developments on aviation and climate change with emphasis on the technological and operational measures, sustainable alternative fuels for aviation, market based measures, State's action plans, Assistance to States and global aspirational goal.

50th Conference of Directors General of Civil Aviation Asia and Pacific Regions

5.7.3 India introduced the noise management initiatives taken by India and recommended the development of noise studies and noise monitoring systems by major airports and introduction of noise limits/guidelines and land use plans in line with ICAO balanced approach and specific State conditions.

5.7.4 Japan highlighted the importance of efforts to reduce aviation emissions and usefulness of sharing good practices among States and their industries through the ICAO dedicated website for sharing the voluntary measures whilst suggesting some improvement to the website.

5.7.5 Japan mentioned ASPIRE partners had established the ASPIRE daily program to identify and promote city pair routes where best practices with demonstrated and proven success in the reduction of greenhouse gasses were available on a daily basis. Japan encouraged the airlines and ANSPs who share environmental values to become ASPIRE partners.

50th Conference of Directors General of Civil Aviation
Asia and Pacific Regions

AGENDA ITEM 6

AVIATION SECURITY

Bangkok, Thailand : 1 - 4 July 2013

AGENDA ITEM 6: AVIATION SECURITY AND FACILITATION

6.1 Ten (10) Information Papers were received. Discussion Papers were presented at Regional Aviation Security Forum:

RASCF Outcomes:

- a) New Zealand to Chair for three years (RASCF/1-RASCF/3, inclusive).
- b) Sri Lanka to Vice-Chair for three years (RASCF/1-RASCF/3, inclusive).
- c) The RASCF confirmed that the Eight Priority Areas were appropriate to meet the aviation security and facilitation needs of the APAC Region.
- d) RASCF members committed to utilizing the identified principles in developing the identified Partnership opportunities in order to enhance aviation security and facilitation in the APAC Region.
- e) Agreed to establish partnerships with World Customs Organization (WCO) and customs agencies at the regional and national levels, respectively.
- f) The first step in establishing this partnership at the regional level was to deliver a joint ICAO - WCO regional workshop to enhance mutual understanding and awareness.
- g) ICAO advised that the ICAO-WCO joint training module will be launched in APAC. RASCF welcomed this decision.
- h) The RASCF committed to provide to ICAO the information necessary for the Partnership Coordination tools to operate effectively.
- i) RASCF State Members agreed to engage with agencies responsible for identification management and Facilitation Operations e.g. Immigration, Foreign Affairs. The purpose of this engagement was to implement the Traveler Identification Programme (TRIP) Strategy. The format e.g. workshop, meeting, symposium, and details of this engagement was yet to be determined. The Secretariat supported this initiative.
- j) The value to RASCF Member States of the RASCF was confirmed by:
 - Participation of 55 representatives from 24 APAC States/Administrations and five (5) aviation security partners (industry and States outside the Asia Pacific Region).
 - Receipt of 34 papers. 22 Discussion Papers were presented to the Forum and 14 Information Papers provided to RASCF participants.
- k) Adopted the Terms of Reference.

**50th Conference of Directors General of Civil Aviation
Asia and Pacific Regions**

Ref.	Action Item for RASCF	Responsibility
1/1	Compilation of Partnership Principles and Key Success Factors for use by RASCF members	Secretariat
1/2	Consider options and implement Regional Partnership-Coordination tool(s)	Secretariat
1/3	Contribute to operations of the Regional Partnerships Coordination tool(s)	RASCF members
1/4	Arrange WCO-ICAO Joint Regional Workshop	Secretariat
1/5	Promote participation in WCO-ICAO Joint Regional Workshop	RASCF members
1/6	Arrange Facilitation engagement (format eg meeting, workshop etc to be determined)	Secretariat

50th Conference of Directors General of Civil Aviation
Asia and Pacific Regions

AGENDA ITEM 7

**TECHNICAL AND REGIONAL
COOPERATION**

Bangkok, Thailand : 1 - 4 July 2013

**50th Conference of Directors General of Civil Aviation
Asia and Pacific Regions**

AGENDA ITEM 7: TECHNICAL AND REGIONAL COOPERATION

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

7.1 7 Discussion Papers and 4 Information Papers were received under this Agenda Item. The Discussion Papers listed below were presented:

REF.	TITLE	PRESENTED BY
DP/7/1	Lessons Learned from CAPSCA Assistance Visits to States and Airports: <i>A Rationale for Continued Funding of CAPSCA</i>	ICAO
DP/7/4	The ICAO Technical Co-Operation Programme : A Partner in Implementing Aviation Projects and Achieving Your Civil Aviation Goals	ICAO
DP/7/7	Japan's Cooperation and Technology in the Airport Sector including Eco-Airport	Japan
DP/7/8	Collaborative Development of Regulations	Malaysia & Singapore
DP/7/10	Meeting Challenges of Multi-Sector Preparedness Planning for Public Health Emergencies through ICAO CAPSCA Asia Pacific Project	Malaysia, Philippines and Singapore
DP/7/11	Report on the Special Meeting of the Montreal Group Yogyakarta, 20 June 2013	Indonesia
DP/7/12	Cooperative Aviation Security Programme Asia and Pacific Regions	ICAO

7.2 DP/7/1 LESSONS LEARNED FROM CAPSCA ASSISTANCE VISITS TO STATES AND AIRPORTS: A RATIONALE FOR CONTINUED FUNDING OF CAPSCA

7.2.1 The paper noted that Article 14 of the Convention on International Civil Aviation commits signatory States to prevent “by means of air navigation” the spread of communicable disease and to consult with other involved agencies. The paper also noted that to assist with the implementation of Article 14, ICAO worked with the World Health Organization (WHO), the International Air Transport Association (IATA), Airports Council International (ACI) and several other interested bodies.

7.2.2 The paper further noted the effective preparedness planning required a multi-sector, multi-stakeholder approach and this can be a major challenge. ICAO had established the ‘Collaborative Arrangement for the Prevention and Management of Public Health Events in Civil Aviation’ or CAPSCA Projects which assisted States in the development, improved coordination and on-the-job training for civil aviation, airports, and health officials on the implementation of the aviation preparedness plans.

7.2.3 The paper reported that one major achievement of CAPSCA was the promulgation of public health related ICAO SARPs which addressed the implementation of Article 14 of the Convention, and were contained in ICAO Annexes 6, 9, 11 (and PANS-ATM), Annex 14 and the Technical Instructions for the Safe Transport of Dangerous Goods by Air (Doc 9284). To assist States implement public health related SARPs and prepare for the ICAO USOAP audit, the five ICAO CAPSCA projects provided Assistance Visits (AV) to individual States and international airports to undertake a gap analysis of national/local preparedness plans against the relevant ICAO SARPs. The interface between the two sectors (i.e. aviation and public health) was the most challenging issue.

7.2.4 The paper highlighted the valuable lessons learned from ICAO CAPSCA Assistance Visits, some of the observations were general in nature while the others were specific to a sector/sub-sector, and indicated some common corrective actions required to be undertaken by States. In conclusion the paper raised awareness of States regarding the funding predicament of the programme and requested support from States for CAPSCA funding during the ICAO Assembly 2013.

7.3 DP/7/4 THE ICAO TECHNICAL CO-OPERATION PROGRAMME: A PARTNER IN IMPLEMENTING AVIATION PROJECTS AND ACHIEVING YOUR CIVIL AVIATION GOALS

7.3.1 The paper noted various types of assistance available to States through the ICAO Technical Co-operation Bureau (TCB) and introduced the ICAO Technical Co-operation Programme as a long established and convenient tool for States. The Program assisted with the implementation of SARPs and ANPs, development of air navigation systems, human resources, resolving the deficiencies or findings identified through ICAO USOAP audits.

7.3.2 The paper also noted that ICAO offered its services under most favorable and cost-effective conditions while guaranteeing strict neutrality, objectivity and transparency. The paper highlighted the ongoing technical cooperation projects in the APAC region contributing to improving aviation safety and security in the region.

7.4 DP/7/7 JAPAN'S COOPERATION AND TECHNOLOGY IN THE AIRPORT SECTOR INCLUDING ECO-AIRPORT

7.4.1 The paper focused on cooperation and technology in the airport sector and noted that in Japan, expansion of existing airports by using various techniques and know-how had been used to address growing demand since the age of high economic growth and restriction of land use. The paper noted that in recent years, Japan had conducted Eco-Airport efforts to reduce environmental burden.

7.4.2 The paper further noted that Japan's international cooperation in the airport development field began in sixties, and the total amount of assistance was 10 billion US dollars. In addition, Japan had cooperated with ASEAN countries by sending experts and accepted trainees. Recently, Japan had supported ASEAN countries to conduct the Eco-Airport efforts.

7.4.3 The paper presented an outline of international cooperation and technology sharing including Eco-Airport; it made ASEAN countries enable a deep understanding of Japan's effort. The paper reported that ASEAN countries consider Japan's cooperation in airport development and improvement of airport facilities.

7.5 DP/7/8 COLLABORATIVE DEVELOPMENT OF REGULATIONS

7.5.1 The paper noted the technical resources and capability required to continuously review rules and/or promulgates new ones to keep pace with the growing aviation industry which posed a challenge to some States. The paper suggested that one possible way to overcome this challenge was for regional States to pool their resources and collaborate in the development of aviation regulations.

7.5.2 The paper highlighted an example in South East Asia where regional States and their respective industry stakeholders came together to develop a model regulation in the management of continuing airworthiness of aircraft. The collective effort enabled cross sharing of information and reduced the variations in different CAAs' requirements. While CAAs benefit from the pooling of technical expertise, the industry could also benefit from not having to comply with extensive variations from different CAA requirements.

**7.6 DP/7/10 MEETING CHALLENGES OF MULTI-SECTOR PREPAREDNESS
PLANNING FOR PUBLIC HEALTH EMERGENCIES THROUGH
ICAO CAPSCA ASIA PACIFIC PROJECT**

7.6.1 The paper highlighted CAPSCA Project initiated by ICAO in 2006 with the aim of improving the preparedness planning and response to public health events or emergencies of international concern that affects the aviation sector. The paper noted that over the years, the world had witnessed the effects of the emergence of new diseases like that of SARS in 2003 and H1N1 in 2009. ICAO during the last Assembly had recognized the continuing threat of such public health events and took further steps by urging Contracting States and regional safety oversight organizations to continue its efforts and collaboration with the public health sector. In the same way the WHO during its 66th World Health Assembly recommended continuing strengthening its ties and intensifying collaboration with ICAO especially with CAPSCA to enhance preparedness and response to public health events at Points of Entry.

7.6.2 The paper also noted that the 6th CAPSCA Asia Pacific Meeting adopted in its Conclusions that Asia Pacific States should continue to support the continuation of CAPSCA beyond 2013 especially now with the threats of deadly Middle East Respiratory Syndrome – Coronavirus (MERS-CoV) and Avian Influenza A (H7N9).

Discussions: Sri Lanka noted that Public Health is vital for aviation safety and supported the continuation of CAPSCA. Sri Lanka offered to host the 8th SCM in 2015 and indicated willingness to host in 2014 should no other State came forward.

Malaysia supported the Assistance visits and indicated its willingness to support CAPSCA APAC in terms of providing resources, facilities and hosting of the annual meeting.

D/ANB noted that the procedures and structure were in place for public health preparedness and thanked Sri Lanka and Malaysia for their offer. D/ANB informed that the program will be in hiatus unless a donor(s) is found and/or if there is future outbreak.

**7.7 DP/7/11 REPORT ON THE SPECIAL MEETING OF THE MONTREAL
GROUP YOGYAKARTA, 20 JUNE 2013**

7.7.1 This Paper reported on the Special Meeting of the Montreal Group which took place in Yogyakarta, Indonesia on 20 June 2013.

Discussions: Bangladesh thanked Indonesia for the paper and did not support the establishment of Task Force. Bangladesh noted that focus in the Asia Pacific Regions should be on implementation of GANP, and GASP.

Australia noted that aviation authorities deal with technical and safety issues and had no mandate to discuss political issues.

India thanked Indonesia and supported the proposal for establishing a Task Force with limited Terms of Reference and step by step approach.

Japan thanked Indonesia for again bringing the long standing issue which was initiated in 2009. Japan also noted the hurdles because of diversity and vastness of the region.

New Zealand had similar views as Australia. New Zealand wanted clarity on the definition;

Singapore explained in detail the pros and cons of establishing the Task Force and noted that we need more thinking before we can proceed. Singapore also noted the problem of definition.

The Regional Office noted the need for restructuring the DGCA Conference format and supported regional cooperation. President of ICAO Council opined that the establishment of Regional Commission is for the States to decide.

Maldives supported the proposal for a commission to speak in one voice and noted that the modalities could be worked out. The Chairperson noted that many States were not supportive for the establishment of a Task Force and recommended that the Conference should take note of the proposal.

The Conference took note of the proposal and noted that duplication of efforts should be avoided and the Regional Office would continue to play the important role.

**7.8 DP/7/12 COOPERATIVE AVIATION SECURITY PROGRAMME ASIA AND
PACIFIC REGIONS**

7.8.1 The paper presented by Programme Coordinator of the Cooperative Aviation Security Programme – Asia Pacific on behalf of 24 Member States and Administrations, provided an update on the Cooperative Aviation Security Programme for Asia and the Pacific (CASP-AP), with consideration of the achievements of Phase II, a tightening of focus for Phase III, its availability to other Asia and Pacific States and the need for the continuing support of its members and partners. The main objective of the programme was to assist its members to comply with the international aviation security conventions, security-related ICAO Standards and Recommended Practices (both Annex 17 and Annex 9) and guidance material, by enhancing the aviation security capabilities of the participating member States and Administrations.

7.8.2 The paper noted that CASP-AP had focused on evaluation and implementation of National Security Programmes and aviation security legislation and regulations. Statistics derived from audit recommendations following the initial Universal Security Audit Programme (USAP) audit and then the follow-up visit showed a significant level of improvement in Annex 17

compliance in the Asia Pacific region and these encouraging results were applicable for the most part to CASP-AP Member States and Administrations which had received assistance from the programme. The paper also noted that CASP-AP was essentially a capacity building organization and an effective mechanism for the utilization of donor support, either financially or as assistance in kind. However, CASP-AP activities were often constrained by funding shortfalls and therefore the present complete lack of donor support to complement member's financial contributions was a matter of major concern.

7.8.3 The paper reported that the main objective of the programme under phase II had been to assist its Member States/Administrations in establishing appropriate organization, legislation, processes and procedures to enhance the security of their air transport operations. Assistance had been provided to assist its Member States/Administrations in removing deficiencies identified following ICAO USAP audits and with the implementation of SARPs under Annex 17. Phase III of the programme will commence in July 2014 and will refine objectives to best serve the needs of members States/Administrations, including a vision to tightly focus the organization. CASP-AP, through its Annual Work plan, will concentrate on training and capacity building within members' organizations, continuing with and increasing recent initiatives for internal and external partnerships and sub-Regional approaches to activities.

7.9 SUMMATION BY THE MODERATOR

7.9.1 In summarizing the session under Agenda Item 7, the Moderator made the following comments-

- DP/7/1 and DP/7/10 are related to the CAPSCA Project. The CAPSCA Project is a model for cooperation in aviation. However the CAPSCA Project will be in hiatus unless there are new sources of funding or new outbreak of communicable diseases through air travel.
- DP/7/8-The Conference records it's thanks to the EU for the SEARIF Programme.
- On DP7/11 relating to the Report on the Special Meeting of The Montreal Group Yogyakarta, 20 June 2013, the Conference thanked Indonesia for the comprehensive paper as much effort and resources have been expended. There is no doubt of the benefits from a regional commission. However, many issues need to be addressed and assessed. This is not the first time the matter has come out for discussion. This matter had been discussed at the last DGCA Meeting as well as in Osaka in 2009. Consideration of our vast and diverse setup, potential benefits and the legal requirements need to be studied. Very importantly was the question of funding. There should be no duplication with the ICAO Regional Office which should be given a prominent role. There is a need to consider that the DGCA Annual Conferences are working well. There will also be a need to improve and act together. The Conference would take note of Paper as presented by Indonesia.
- Security is one of the pillars of aviation. DP/7/12 provided an update on CASP-AP activities. The Conference will take note of the Outcome of the Inaugural Regional Aviation Security Coordination Forum (RASCF)

AGENDA ITEM 8

OTHER BUSINESS

- A: Theme Topic for the next
Conference of DGCA's**
- B: Endorsement of Action
Items arising from the
present Conference**
- C: Any Other Matters**

**50th Conference of Directors General of Civil Aviation
Asia and Pacific Regions**

AGENDA ITEM 8: OTHER BUSINESS

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

8.1 Five (5) Discussion Papers and 1 Information Paper were received under this Agenda Item. Discussion Papers listed below were presented:

REF.	TITLE	PRESENTED BY
DP/8a/1	Possible Theme Topic for the 51 th Conference of Directors General of Civil Aviation, Asia and Pacific Regions	ICAO
DP/8a/2	Proposal on the Theme Topic for the 51st Conference of Directors General of Civil Aviation, Asia and Pacific Regions	Hong Kong China
DP/8c/1	Schedule of Meetings/Seminars/Workshops to be Convened in 2014 by the ICAO Asia and Pacific Office	ICAO
DP/8c/2	Schedule of Conferences of DGCAs in the Foreseeable Future	ICAO
DP/8c/4	Agenda Composition for future DGCA Conferences	ICAO

8.2 DP/8a/1 POSSIBLE THEME TOPIC FOR THE 51th CONFERENCE OF DIRECTORS GENERAL OF CIVIL AVIATION ASIA AND PACIFIC REGIONS

8.2.1 The ICAO Secretariat in presenting the paper informed that it has become a practice in recent years to select a theme topic for the next Conference of DGCAs, in order to allow adequate time for the invitees to prepare papers for deliberation. It has also become customary for a topic to be proposed on the basis of informal consultations and for the Conference to agree to one theme topic by consensus. The focus of attention therefore should be on a subject of crucial importance to Directors General of Civil Aviation, Asia Pacific Region and events facing the world of aviation. In assisting the Directors General to reach a consensus on the Theme Topic for the 51st Conference of DGCAs, a list of Theme Topics discussed at previous Conferences was provided.

8.3 DP/8a/2 PROPOSAL ON THE THEME TOPIC FOR THE 51ST CONFERENCE OF DIRECTORS GENERAL OF CIVIL AVIATION ASIA AND PACIFIC REGIONS

8.3.1 Hong Kong China presented the paper proposing the theme topic **“Rise to Future Challenges in Aviation through Closer Collaboration and Harmonization”**

8.3.2 The paper noted that the aviation industry was subjected to continual challenges by a demanding and dynamic economic and operating environment, continuous air traffic growth, and emergence of new and modern aviation technologies, new safety and capacity improvement initiatives, and shortage of aviation professionals. The paper recognized the latest aviation

**50th Conference of Directors General of Civil Aviation
Asia and Pacific Regions**

developments and multidisciplinary challenges ahead facing Member States and stakeholders, and noted that there is an earnest need for closer collaboration and harmonization within the Asia and Pacific Regions to achieve a common goal of improved safety, efficiency and sustainability.

8.4 DISCUSSIONS AND SUMMATION ON PAPERS PRESENTED

8.4.1 The Moderator stated that the Conference was expected to decide possible Theme Topic for the 51st DGCA Conference to be held in Hong Kong China in 2014. The theme topic proposed by Hong Kong under the title “Rise to Future Challenges in Aviation through Closer Collaboration and Harmonization” was deliberated and accepted. The Theme Topic agreed upon was **“Rise to Future Challenges in Aviation through Closer Collaboration and Harmonization”**.

8.5 DP/8b/1 LIST OF ACTION ITEMS ARISING FROM THE 50th DGCA CONFERENCE

8.5.1 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 15 Action Items. The *List of Action Items* is attached at **Appendix A** to this Report.

8.5.2 In summing up the discussion on Agenda Item 8b 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.

8.6 DP/8c/1 SCHEDULE OF MEETINGS/SEMINARS/WORKSHOPS TO BE CONVENED IN 2014 BY THE ICAO ASIA AND PACIFIC OFFICE

8.6.1 The ICAO Secretariat presented a tentative schedule of meetings, seminars and workshops planned to be convened in 2014 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 2014, as necessary.

8.7 DP/8c/2 SCHEDULE OF CONFERENCES OF DGCA^s IN THE FORESEEABLE FUTURE

8.7.1 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:

51 st Conference in China, Hong Kong	2014
52 nd Conference in Pakistan	2015
53 rd Conference in Sri Lanka	2016
54 th Conference in Mongolia	2017

**50th Conference of Directors General of Civil Aviation
Asia and Pacific Regions**

8.8 DP/8c/4 AGENDA COMPOSITION FOR FUTURE DGCA CONFERENCES

8.8.1 The paper noted that the 47th and 49th DGCA Conferences supported the establishment of Regional Aviation Safety Group and Regional Aviation Security Coordination Forum, to address all matters related to safety and aviation security respectively. Both these meetings will run concurrently with the DGCA Conference.

8.8.2 The Conference agreed to the Provisional Agenda for future DGCA Conferences as shown below:

PROVISIONAL AGENDA

- | | |
|------------------|--|
| Agenda Item 1 | <u>Regional Aviation Safety Group</u>
Operational safety and continued airworthiness to enhance Flight Safety in the region |
| Agenda Item 2 | <u>Regional Aviation Security Coordination Forum</u>
A unified approach to enhancing the region's aviation security and facilitation and improving compliance with Annexes 9 and 17 |
| Agenda Item 3 | <u>DGCA Conference</u> |
| Agenda Item 3.1: | Theme Topic |
| Agenda Item 3.2: | Review of Action Items arising from the previous Conference |
| Agenda Item 3.3: | Regulatory Oversight, Air Navigation Planning, Implementation and Capacity Enhancement |
| Agenda Item 3.4: | Economic Development of Air Transport |
| Agenda Item 3.5: | Aviation and Environment |
| Agenda Item 3.6: | Technical and Regional Cooperation |
| Agenda Item 3.7: | Other Business |
| | a) Theme Topic for the forthcoming Conference of DGCA's |
| | b) Endorsement of Action Items arising from the Present Conference |
| | c) Any other Matters |

8.9 OTHER MATTERS

8.9.1 Indonesia offered to host the ICAO's Air Services Negotiation Conference (ICAN) in 2014. The Conference thanked Indonesia for the offer.

8.10 SUMMATION BY THE MODERATOR

DP/8a/1

The Theme Topic agreed by the Conference for the 51st Conference of DGCA's Asia and Pacific Regions was **“Rise to Future Challenges in Aviation through Closer Collaboration and Harmonization”**.

DP/8b/1

The Conference identified 15 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/8c/1

The Conference noted the tentative schedule of meetings, seminars and workshops to be convened in the year 2014 by ICAO Regional Office for the Asia and Pacific Regions.

DP/8c/4

The Conference noted the Provisional Agenda for future Conferences.

50th Conference of Directors General of Civil Aviation
Asia and Pacific Regions

CLOSING REMARKS

Bangkok, Thailand : 1 - 4 July 2013

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 50th DGCA Conference successful. The ICAO Secretary General also thanked Thailand for hosting the 50th DGCA Conference, for their hospitality and excellent arrangements for the delegates and spouses. He commended the Regional Office Team who had done their best to serve this Conference.
2. The 50th Conference of Directors General of Civil Aviation Asia Pacific Regions was closed at 1230 hrs on 4 July 2013.

50th Conference of Directors General of Civil Aviation
Asia and Pacific Regions

APPENDICES

Bangkok, Thailand : 1 - 4 July 2013

LIST OF ACTION ITEMS ARISING FROM THE 50th CONFERENCE

Discussion Paper No.	Action Item	Agenda Item 1: Theme Topic
DP/1/4	Action item 50/1	<p>Recognizing the need for collaborative approach to ATM capability development and innovation the Conference :</p> <p>a) urged States in the APAC Region to work together in strengthening ATM development capabilities in anticipation of Seamless ATM implementation of ASBU beyond Block 0;</p> <p>b) urged APANPIRG to develop a common framework on which regional ATM development efforts could be harmonized based on the pooling of appropriate resources for optimal ATM solutions.</p>
Agenda Item 3: Regulatory Oversight, Capacity and Air Navigation Planning and Implementation		
DP/3/17	Action Item 50/2	<p>Recognizing the need for sub regional cooperation in A-CDM/ATFM the Conference</p> <p>a) urged the ICAO Asia Pacific Air Traffic Flow Management Steering Group to develop a common framework and harmonized approach to manage the air traffic flow in the region; and</p> <p>b) urged States/Administrations to participate in the ICAO Asia Pacific ATFM Steering Group and work together towards a common goal to manage air traffic flow in this region.</p>
DP/3/27	Action Item 50/3	<p>Recognizing the Region's overall performance in AIS – AIM Transition, and the critical importance of AIS/AIM to flight safety and air traffic management, the Conference:</p> <p>a) urged States to promote the profile and awareness of AIS/AIM within their States and ANSPs, and commit the necessary direction and resources to ensure compliance with ICAO Annex 15 and implementation of AIS – AIM Roadmap Transition Steps.</p> <p>b) Urged States to note the APANPIRG Conclusion 23/8 and take necessary action to address the causes of non-compliance with the ICAO AIRAC Requirements.</p>

**50th Conference of Directors General of Civil Aviation
Asia and Pacific Regions**

Appendix A

Discussion Paper No.	Action Item	Agenda Item 3: Regulatory Oversight, Capacity and Air Navigation Planning and Implementation (cont'd)
DP/3/41	Action Item 50/4	<p>The Conference noted that the draft Asia/Pacific Seamless ATM Plan has been adopted by APANPIRG/24 and urged States/Administrations to:</p> <ul style="list-style-type: none"> a) review Version 1.0 of the Asia/Pacific Seamless ATM Plan and utilise the Plan to develop planning for State implementation of applicable Seamless ATM elements; b) ensure relevant decision-makers are briefed on the Seamless ATM Plan; c) submit the first Regional Seamless ATM Reporting Form to the ICAO Regional Office by 01 March 2014; and b) where possible, participate and contribute to Seamless ATM system collaborative training and research initiatives.
DP/3/40	Action Item 50/5	<p>Noting the establishment of Regional Sub Office, the Conference urged States and the industry to continue providing strong support and partnership to ICAO in supporting upcoming activities of the RSO</p>
DP/3/43	Action item 50/6	<p>The Conference noted the outcomes of RASMAG and urged</p> <ul style="list-style-type: none"> a) States/Administrations to improve the safety oversight and the provision of data-link problem reporting and analysis among FIT-Asia States; b) States to address the continuing problem of non-RVSM operations within the RVSM stratum, noting the recommendation to deny entry to operate within RVSM airspace for aircraft confirmed as being non-RVSM; c) States/Administrations to improve LHD safety reporting through the application of an appropriate open reporting culture and measures to encourage reporting, and accelerate AIDC implementation through collaborative projects to minimise LHDs;
DP/3/53	Action Item 50/7	<p>Recognizing the importance of having a common transition altitude within an FIR which will improve safety and efficiency of flights, the Conference urged States in consultation with users to:</p> <ul style="list-style-type: none"> a) Establish common transition altitude within a FIR; and b) Develop new altimeter setting procedures.

Discussion Paper No.	Action Item	Agenda Item 4: Economic Development of Air Transport
DP/4/5	Action Item 50/8	<p>The Conference recognized the benefits to be gained from the universal acceptance of the Montreal Convention and urged all Contracting States in Asia and Pacific Regions:</p> <p>a) to support and encourage the universal adoption of MC99;</p> <p>b) that have not done so, to ratify MC99 as soon as possible.</p>
Agenda Item 5: Aviation and Environment		
DP/5/3	Action Item 50/9	<p>Recognizing the immense traffic growth in APAC region and the population affected by aircraft noise the Conference urged States to consider</p> <p>a) inviting major airports (i.e. airports with more than 100,000 annual aircraft movements) to develop noise mapping studies, installing permanent noise monitoring systems, and where appropriate formulate action plans, by 2014 in accordance to ICAO's Balanced Approach.</p> <p>b) introduction of noise limits/guidelines and land use plans specific to airport areas by 2018 in line with ICAO's Balanced Approach and their specific conditions.</p>
Agenda Item 6: Aviation security and Facilitation		
RASCF/1 Meeting Report	Action Item 50/10	The Conference endorsed the RASCF Terms of Reference placed at Attachment A to the Report of RASCF/1 and noted the information contained in RASCF/1 Report.
Agenda Item 7: Technical and Regional Cooperation		
DP/7/1	Action Item 50/11	The Conference recognized the work done by CAPSCA and urged States to support continuation of CAPSCA in the ICAO Assembly especially towards facilitating funding of the CAPSCA Programme by means of voluntary contributions.
DP/7/12	Action Item 50/12	<p>Recognizing the achievements of the CASP AP programme and taking note of the transition of the programme into Phase III, the Conference:</p> <p>a) Urged Asia and Pacific Region States to increase their support and use the enormous potential of CASP-AP to fulfil their aviation security requirements, and confirm participation in the CASP-AP Project if not yet members;</p> <p>b) Urged partners and donors to provide financial and in-kind support to CASP-AP Phase III (2014-2019).</p>
DP/7/4	Action Item 50/13	Acknowledging Technical Co-operation Bureau's long established mechanism for assisting States, the Conference encouraged States/Administrations to give due consideration to the ICAO Technical Cooperation Programme.

**50th Conference of Directors General of Civil Aviation
Asia and Pacific Regions**

Appendix A

Discussion Paper No.	Action Item	Regional Aviation Safety Group Meeting Report
RASG/3 Meeting Report DP/3/61	Action Item 50/14	Recognizing that actions are already underway within the RASG-APAC to address the Global Aviation Safety Priorities and Targets specified in the revised Global Aviation Safety Plan, the Conference adopted these Safety Priorities and Safety Targets as well as the target dates for the implementation of related key milestones.
RASG/3 Meeting Report	Action Item 50/15	Recognising the importance of enhancing aviation safety in the region, in line with the GASP, the regional priorities and targets the Conference: urged States and industry to actively participate in implementing the RASG APAC Decision 3/22 and provide expertise to implement the RASG work programmes

— END —

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**50th Conference of Directors General of Civil Aviation
Appendix B Asia and Pacific Regions**

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**50th Conference of Directors General of Civil Aviation
Asia and Pacific Regions**

Appendix B

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**50th Conference of Directors General of Civil Aviation
Asia and Pacific Regions**

Appendix B

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50th Conference of Directors General of Civil Aviation
Appendix B Asia and Pacific Regions

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**50th Conference of Directors General of Civil Aviation
Appendix B Asia and Pacific Regions**

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50th Conference of Directors General of Civil Aviation
Appendix B Asia and Pacific Regions

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**50th Conference of Directors General of Civil Aviation
Appendix B Asia and Pacific Regions**

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50th Conference of Directors General of Civil Aviation
Appendix B Asia and Pacific Regions

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**50th Conference of Directors General of Civil Aviation
Asia and Pacific Regions**

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**50th Conference of Directors General of Civil Aviation
Asia and Pacific Regions**

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**50th Conference of Directors General of Civil Aviation
Asia and Pacific Regions**

Appendix B

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**50th Conference of Directors General of Civil Aviation
Asia and Pacific Regions**

Appendix B

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**50th Conference of Directors General of Civil Aviation
Asia and Pacific Regions**

Appendix B

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**50th Conference of Directors General of Civil Aviation
Asia and Pacific Regions**

Appendix B

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**50th Conference of Directors General of Civil Aviation
Asia and Pacific Regions**

Appendix B

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50th Conference of Directors General of Civil Aviation
Appendix B Asia and Pacific Regions

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**50th Conference of Directors General of Civil Aviation
Asia and Pacific Regions**

Appendix B

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**50th Conference of Directors General of Civil Aviation
Asia and Pacific Regions**

Appendix B

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**50th Conference of Directors General of Civil Aviation
Appendix B Asia and Pacific Regions**

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**50th Conference of Directors General of Civil Aviation
Asia and Pacific Regions**

Appendix B

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**50th Conference of Directors General of Civil Aviation
Appendix B Asia and Pacific Regions**

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**50th Conference of Directors General of Civil Aviation
Appendix B Asia and Pacific Regions**

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50th Conference of Directors General of Civil Aviation
Appendix B Asia and Pacific Regions

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**50th Conference of Directors General of Civil Aviation
Appendix B Asia and Pacific Regions**

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LIST OF DISCUSSION AND INFORMATION PAPERS

REF	TITLE	PRESENTED BY
AGENDA ITEM 1: THEME TOPIC		
<i>“Innovations and Targets for Increased Safety, Enhanced Security and Sustainability of Asia Pacific Aviation”</i>		
DP/1/1	Theme Topic: “Innovations and Targets for Increased Safety, Enhanced Security and Sustainability of Asia Pacific Aviation”	ICAO
DP/1/2	Innovation in Safety – Runway Water Level Indicator System (RWLIS)	Singapore
DP/1/3	Innovations in Aviation Training	Singapore
DP/1/4 Revision 1	Collaborative Approach to ATM Capability Development and Innovation	Singapore
DP/1/5	Transforming ATM Performance through Innovation and Collaboration	CANSO
DP/1/6	Engaging the Next Generation in Aviation Profession	Hong Kong, China
DP/1/7	Implementation of the Universal Safety Oversight Audit Programme (USOAP) through a Continuous Monitoring Approach (CMA) Process and State Safety Programme (SSP) – Road Map for Hong Kong, China	Hong Kong, China
IP/1/8 Revision 1	Carbon Emissions Calculator Software Based on Time of Flight	Thailand
IP/1/9	Application of ETOD Data to Airport Safety Areas in Thailand	Thailand
IP/1/10	NOSS Implementation in Aerothai	Thailand
AGENDA ITEM 2: REVIEW OF ACTION ITEMS ARISING FROM THE PREVIOUS CONFERENCE		
DP/2/1 Revision 2	Responses from Administrations to Action Items Arising from the 49th Conference of Directors General of Civil Aviation, Asia and Pacific Regions	ICAO
DP/2/2	Airport Collaborative Decision Making (A/CDM)	International Air Transport Association
IP/2/3	Review of Actions Taken by Viet Nam	Viet Nam

Bangkok, Thailand : 1 – 4 July 2013

**50th Conference of Directors General of Civil Aviation
Asia and Pacific Regions**

Appendix C

REF	TITLE	PRESENTED BY
AGENDA ITEM 3: REGULATORY OVERSIGHT, CAPACITY, AIR NAVIGATION PLANNING AND IMPLEMENTATION		
DP/3/1	APANPIRG Activities - Outcomes of APANPIRG/24	ICAO
IP/3/2	Strengthening Safety Oversight Capabilities through a Regional Safety Oversight Organization (RSOO)	ICAO
IP/3/3	Annex 19 – Safety Management	ICAO
IP/3/4 Revision 1	The Mini-Global Demonstration	Japan and the United States of America
IP/3/5 Revision 1	APEC Airport Safety Evaluation Visit Program	Singapore and USA
DP/3/6	Global and Regional Initiatives Related to the Provision of Meteorological Service for International Air Navigation	ICAO
DP/3/7	Support for the Global Air Navigation Plan, Aviation System Block Upgrades and Regional Implementation	United States of America
DP/3/8	Implementing Language Proficiency Requirements on Licensed Maintenance Personnel	Malaysia
IP/3/9	Addressing Language Degradation amongst Air Traffic Controllers in the Implementation of ICAO Language Proficiency Requirements (LPRs)	Malaysia
DP/3/10	Cost Benefit Study for the ADS-B Implementation and Remote VHF Extension over the Tahiti FIR	France
DP/3/11	The People's Republic of China Support and Cooperate with APAC Regional Sub-Office (RSO) to Promote Air Traffic Management Performance	People's Republic of China
DP/3/12	Consolidation of the Aerodrome SMS Elements into the Aerodrome Manual	People's Republic of China

REF	TITLE	PRESENTED BY
IP/3/13	Views on ICAO Global Air Navigation Plan, Aviation System Block Upgrade and APAC Seamless ATM Plan	People's Republic of China
IP/3/14	ADS-B Implementation Status in Myanmar	Myanmar
IP/3/15	Myanmar CNS/ATM Implementation Plan	Myanmar
DP/3/16	ICAO Online Aircraft Safety Information Service (OASIS) - A Collaborative Tool in Safety Oversight	Singapore
DP/3/17	A Collaborative Decision Making (CDM)/Air Traffic Flow Management (ATFM) Concept through Sub-Regional Cooperation	Hong Kong, China, Singapore and Thailand
DP/3/18	Support for the Efficient Organization and Use of ICAO Expert Groups	United States of America
IP/3/19	Performance-Based Navigation Implementation in New Zealand	New Zealand
IP/3/20 Revision 1	Regulating for Change a Risk Based Approach to New Zealand Aviation Regulation	New Zealand
IP/3/21	New Zealand Transition from AIS to AIM	New Zealand
DP/3/22	Bird Strike Control	Japan
DP/3/23	The Importance of Emergency Equipment for ATC in Preparation for Natural Disasters	Japan
IP/3/24	Progress in Addressing the Safety concern of Language Proficiency	ICAO
DP/3/25	Support for a Global Safety Framework	United States of America
DP/3/26	JAPAN'S Approach for Flexible Use of Airspace	Japan
DP/3/27	ICAO Key Air Traffic Management Outcomes	ICAO
IP/3/28	AIM Implementation Process of Mongolia	Mongolia
DP/3/29	Enhanced Runway Safety Issues	Malaysia
DP/3/30	Provision of Take-off Climb Surface and its Effect on Declared Distances	India

**50th Conference of Directors General of Civil Aviation
Appendix C Asia and Pacific Regions**

REF	TITLE	PRESENTED BY
DP/3/31	Assessment of ADS-B Performance to Support ATS in India	India
DP/3/32	Using Automatic Dependent Surveillance-Broadcast Data for Monitoring Aircraft Height Keeping Performance	India
IP/3/33	Implementation of Block Zero ASBU Modules - India's Update	India
IP/3/34	Controlled Rest on Flight Deck	India
IP/3/35	India's Major ANS Initiatives in Enhancing Safety, Efficiency and Increasing Airports & Airspace Capacity	India
DP/3/36	Management of ADS-B Non-Equipped Aircraft Following Implementation of ADS-B Mandates	Australia
DP/3/37	Implications of the Proposed Global Air Navigation Plan and Global Aviation Safety Plan for the Asia-Pacific Region	Australia
IP/3/38	Development and Enhancement Works in Air Traffic Management of Mongolia	Mongolia
DP/3/39	Global Shortage of Aviation Safety Inspectors	United States of America
DP/3/40 Revision 1	Strategic Way Forward: ICAO APAC Regional Sub-Office (RSO)	ICAO
DP/3/41	ICAO Key Seamless ATM Planning Outcomes	ICAO
DP/3/42	Seamless ATM Economic Study	International Air Transport Association
DP/3/43	ICAO Key Regional Airspace Safety Outcomes	ICAO
DP/3/44	Accomplishments of the ICAO APAC Flight Procedure Programme (FPP)	ICAO
IP/3/45	ATM Contingency Plan – India	India
IP/3/46	Certification of Aeronautical Telecommunication Service Provider in Indonesia	Indonesia

REF	TITLE	PRESENTED BY
DP/3/47	The Republic of Korea's Expectation on APAC Regional Sub Office (RSO)	the Republic of Korea
IP/3/48	Thailand PBN Implementation	Thailand
IP/3/49	Ground Handling and into Plane Operations in Malaysia	Malaysia
IP/3/50	Report of the Second Meeting of Mekong ATM Coordination Group (MK-ATM/CG/2)	Cambodia, Lao PDR, Myanmar, Thailand and Viet Nam
IP/3/51	Transformational Benefits of Airspace Organization and Management Development in Thailand	Thailand
IP/3/52	Growth of Business Aviation: Possibilities for Safety and Air Navigation Planning Cooperation between States and Industry	IBAC
DP/3/53	Thailand Transition Altitude Harmonization	Thailand
DP/3/54	Remote Aerodrome Safety Audit: A Conceptual Framework	Thailand
IP/3/55	Challenges Encountered at Airports on Meeting the Air Traffic Growth	Hong Kong, China and Macao, China
IP/3/56	Implementation of Computer Based Examination in Personnel Licensing in Thailand	Thailand
IP/3/57	Runway End Safety Area (RESA) in Accordance with ICAO Standards	Thailand
IP/3/58	Electronic Document Verification Process as Part of Air Operator Certification: A Conceptual Framework	Thailand
IP/3/59	Airport and Runway Safety Programmes Update	USA
IP/3/60	APEC Performance-Based Navigation Regulatory Review and Evaluation Program	USA
DP/3/61	Global Aviation Safety Priorities and Targets	ICAO

**50th Conference of Directors General of Civil Aviation
Asia and Pacific Regions**

Appendix C

REF	TITLE	PRESENTED BY
AGENDA ITEM 4: ECONOMIC DEVELOPMENT OF AIR TRANSPORT		
IP/4/1	Regulatory Approaches for Consumer Protection	ICAO
IP/4/2	Outcome of the Sixth Worldwide Air Transport Conference	ICAO
DP/4/3 Revision 1	Japan's Case for Diversification of Air Transport Services and Increase in Consumer Benefit	Japan
DP/4/4	Current Approaches toward further Enhancement of Airport Management in Japan	Japan
DP/4/5	Promotion of the Convention for the Unification of Certain Rules for International Carriage by Air (Montreal Convention of 1999)	International Air Transport Association
DP/4/6	Core Principles on Consumer Protection	International Air Transport Association
IP/4/7	Public Private Participation in Airport Management	Indonesia
DP/4/8	Indonesia's Perspectives on the Outcome of ICAO's Sixth Worldwide Air Transport Conference (ATConf/6)	Indonesia
IP/4/9	Antitrust Immunity for Airline Alliances	the Republic of Korea
AGENDA ITEM 5: AVIATION AND ENVIRONMENT		
DP/5/1	United States Federal Aviation Administration Airport Sustainability Initiatives	United States of America
DP/5/2	Recent Developments in ICAO on International Aviation and Climate Change	ICAO
DP/5/3	Noise Management in India and the Asia-Pacific Region	India
IP/5/4	Environmental Management Policy of Indian Aviation	India
DP/5/5	Various Approaches and Measures to Address Greenhouse Gas Emissions from Aviation	Japan

REF	TITLE	PRESENTED BY
DP/5/6	Asia and Pacific Initiative to Reduce Emissions (ASPIRE)	Japan and Thailand
IP/5/7	A Contribution to the National GHG Reduction through Target Management System in ROK	the Republic of Korea
IP/5/8	Implementation of Aviation's "CNG2020" Strategy	IATA
IP/5/9	CO2 Emission Action Plan	Nepal
IP/5/10	Indonesia Green Aviation Initiatives on Mitigation of Climate Change and Reduction of Green House Gas Emissions (State Action Plans and International Cooperation)	Indonesia
IP/5/11	Airport Management toward Environmental Sustainability by AOT	Thailand
IP/5/12	Aviation Green House Gas Emission Reduction in Thailand	Thailand

AGENDA ITEM 6: AVIATION SECURITY

IP/6/1	Outcomes of the Twenty-Fourth Meeting of the Aviation Security (AVSEC) Panel	ICAO
IP/6/2	ICAO Aviation Security and Facilitation Programme Developments	ICAO
IP/6/3	Developments of Aviation Security in Myanmar	Myanmar
IP/6/4	Implementation of an Aviation Security Quality Control Programme – Hong Kong, China's Experience	Hong Kong, China
IP/6/5	ASEAN-Japan Aviation Security Cooperation	Japan
IP/6/6	Aviation Security Policy in Indonesia	Indonesia
IP/6/7	Air Cargo Security Developments	USA
IP/6/8	Paper changed to Agenda Item 7 – DP/7/12	
IP/6/9	Aviation Security Development in Bangladesh	Bangladesh
IP/6/10	New Technology of Liquid Screening	Japan
IP/6/11	Thailand's National Civil Aviation Security Policy	Thailand

**50th Conference of Directors General of Civil Aviation
Asia and Pacific Regions**

Appendix C

REF	TITLE	PRESENTED BY
AGENDA ITEM 7: TECHNICAL AND REGIONAL COOPERATION		
DP/7/1	Lessons Learned from CAPSCA Assistance Visits to States and Airports: <i>A Rationale for Continued Funding of CAPSCA</i>	ICAO
IP/7/2	ICAO Regional Cooperation in the Asia and Pacific Regions	ICAO
IP/7/3	Development of National Civil Aviation Personnel through ICAO Developing Countries Training Programmes	ICAO
DP/7/4	The ICAO Technical Co-Operation Programme : A Partner in Implementing Aviation Projects and Achieving Your Civil Aviation Goals	ICAO
DP/7/5	Paper withdrawn to RASG	-
IP/7/6 Revision 1	The Progress of FPP, COSCAP-NA and CAPSCA	People's Republic of China
DP/7/7	Japan's Cooperation and Technology in the Airport Sector including Eco-Airport	Japan
DP/7/8	Collaborative Development of Regulations	Malaysia and Singapore
IP/7/9	CATC Thailand Steps Up to World Class as TRAINAIR plus Member	Thailand
DP/7/10	Meeting Challenges of Multi-Sector Preparedness Planning for Public Health Emergencies through ICAO CAPSCA Asia Pacific Project	Malaysia, Philippines and Singapore
DP/7/11	Report on the Special Meeting of the Montreal Group Yogyakarta, 20 June 2013	Indonesia
DP/7/12	Cooperative Aviation Security Programme Asia and Pacific Regions	Programme Coordinator

REF	TITLE	PRESENTED BY
AGENDA ITEM 8: OTHER BUSINESS		
a) THEME TOPIC FOR THE NEXT CONFERENCE OF DGCAs		
DP/8a/1	Possible Theme Topic for the 51 th Conference of Directors General of Civil Aviation, Asia and Pacific Regions	ICAO
DP/8a/2	Proposal on the Theme Topic for the 51 st Conference of Directors General of Civil Aviation, Asia and Pacific Regions	Hong Kong, China
b) ENDORSEMENT OF ACTION ITEMS ARISING FROM THE PRESENT CONFERENCE		
DP/8b/1	List of Action Items Arising from the 50 th Conference	ICAO
c) ANY OTHER MATTERS		
DP/8c/1	Schedule of Meetings/ Seminars/ Workshops to be Convened in 2014 by the ICAO Asia and Pacific Office	ICAO
DP/8c/2	Schedule of Conferences of DGCAs in the Foreseeable Future	ICAO
IP/8c/3	PABC Exam Enhances Aviation Safety	Professional Aviation Board of Certification
DP/8c/4	Agenda Composition for Future DGCA Conferences	ICAO

50th Conference of Directors General of Civil Aviation
Asia and Pacific Regions

ATTACHMENTS

Bangkok, Thailand : 1 - 4 July 2013

**50TH CONFERENCE OF DIRECTORS GENERAL OF CIVIL AVIATION
ASIA AND PACIFIC REGIONS**

**WELCOME ADDRESS BY
DIRECTOR GENERAL OF THE DEPARTMENT OF CIVIL AVIATION, THAILAND**

Welcome Address

by

Mr. Voradej Harnprasert

**Director General of the Department of Civil Aviation,
Thailand**

1 July 2013

**50th Conference of Directors General of Civil Aviation
Asia and Pacific Regions**

at

Royal Orchid Sheraton, Bangkok, Thailand

The theme topic “Innovation and Targets for Increased Safety, Enhanced Security, and Sustainability of Asia and Pacific Aviation” is an interesting one. I am certain much discussion will happen throughout the Conference. No doubt that the discussion will aim at ensuring that innovation and targets for increased safety, enhanced security, and sustainability of aviation will truly happen in Asia and Pacific regions.

Among the numerous topics of discussion, the benefits of seamless sky and the need to integrate the global air traffic management system are very interesting and worth to be followed up. Moreover, the expansion of airport infrastructure facilities to accommodate the increasing numbers of passengers, airlines and cargo has to take into account the environmental issues in order to give a good showcase of the environmental friendly airport.

Also, our efforts must be given to the Universal Safety Oversight Audit Programme (USOAP) which now must be implemented through the USOAP Continuous Monitoring Approach (CMA) Online Framework.

As to the aviation security aspect, the ICAO Member States were advised to implement a new approach to the security audit process. It is, also, agreed that the Universal Security Audit Programme (USAP) should, at the conclusion of the current audit cycle at the end of 2013, move towards CMA as same as the stated safety measure. Consequently, the Conference may take into consideration this urgent issue in order to resolve deficiencies identified by USAP.

Ladies and gentlemen,

Your aspirations, your dedication, and your commitment to better civil aviation have brought you here once again at the DGCA Conference. Some of you I am sure this is not your first time. I wish you fruitful outcomes and every success in your participation in the Conference. Last but not least, I hope you enjoy your stay in Thailand. I assure you that our Department together with its partners will make certain that your time at the Conference here in the city of Bangkok is most pleasant with their hospitable hearts.

Thank you very much.

**50TH CONFERENCE OF DIRECTORS GENERAL OF CIVIL AVIATION
ASIA AND PACIFIC REGIONS**

**ADDRESS BY THE PRESIDENT OF THE COUNCIL,
ICAO ASIA AND PACIFIC OFFICE
AT THE 50TH DGCA CONFERENCE**



**Opening address by the President of the Council of the
International Civil Aviation Organization (ICAO),
Mr. Roberto Kobeh González,
to the 50th Conference of Directors General of Civil Aviation
Asia and Pacific Regions**

(Bangkok, Thailand – 1 to 4 July 2013)

*“Innovations and Targets for Increased Safety, Enhanced Security and
Sustainability of Asia Pacific Aviation”*

It is an honour and a privilege for me to join you today for the 50th annual Conference of Directors General of Civil Aviation of the Asia and Pacific Regions.

I wish to express my deep gratitude to the Royal Government of Thailand for hosting this milestone Conference. Thailand has always been extremely gracious in providing accommodations and facilities for meetings of key aviation representatives from ICAO Member States. It is a gesture we truly appreciate.

By any measure, the evolution of air transport in this part of the world has been astounding. Over the past decade, the exceptionally rapid growth of many Asian economies has led to a significant expansion in the number of people who can afford to travel at home and abroad. At the same time, international tourism to and from Asia has helped maintain your region as the largest air transport market in the world and the one with the greatest potential for growth.

The resulting pressure on aviation systems is constant and unprecedented. Wisely, you have taken bold and innovative actions that are producing a new strategic, operating and regulatory environment, one that is adapted to your particular circumstances and that promises to accelerate traffic growth even more.

Above all, you are demonstrating in a pragmatic and persuasive fashion the power of innovation in reshaping your industry into a challenging and continually evolving marketplace.

One result has been an exponential growth in traffic, often in airspace that is already heavily congested. Together, we must implement measures to effectively and safely increase airspace capacity throughout the Region.

That is the rationale behind an ICAO Council decision to establish an APAC Regional Sub-Office, which we inaugurated just a few days ago in Beijing. It responds to the need for increased resources dedicated specifically to air traffic management and capacity-building. It will complement the ongoing activities and higher-level regional coordination of the Asia and Pacific Regional Office in Bangkok.

- 2 -

ICAO is extremely grateful to its Member States and China for their generous support and assistance during the planning and development stages of this new ATM facility, as well as for the secondment of expert personnel. Our three primary objectives will be to:

- Improve the safety and efficiency of Asia/Pacific flight operations through innovative procedures;
- Enhance airspace capacity and efficiency to accommodate APAC aviation growth; and
- Optimize ATM operations via the collaborative management of traffic flow.

We intend to realize these objectives through a dedicated Flight Procedures Programme Unit, an Airspace Optimization and Management Unit and an additional Unit focused on Air Traffic Flow Management and Collaborative Decision-Making initiatives and best practices.

As we move in that direction, we must forge ahead with initiatives in the other fundamentals of a sound air traffic system – overall safety of operations, security, and environmental protection. Over the past year or so, ICAO has made considerable progress in each of these areas.

The latest edition of the Global Air Navigation Plan, which includes the innovative Block Upgrades concept, emphasizes that our work in both safety and air navigation is more performance-driven than ever. It establishes clear targets and measures progress to ensure that our programmes and solutions are as focused, affordable and relevant as possible.

ICAO's new Safety Report, the development of our online Regional performance 'dashboards', and the new Annex 19 on Safety Management are other examples of how innovation and targets are being integrated into our global aviation navigation and safety plans.

The same can be said of aviation security. We are constantly upgrading our procedures, expertise and intelligence networks to better anticipate and mitigate threats to air transport equipment and facilities. One of our goals is to reduce the costly burden on airline operations at airports and to improve the overall travel experience of passengers. The High-level Conference on Aviation Security last September put forth proactive strategies and actions based on international cooperation and improved information-sharing between States, air transport and law enforcement agencies. There was agreement on establishing processes for identifying and handling high-risk air cargo and on a blueprint for monitoring State compliance with security provisions through ICAO security audits.

As for the environment, significant advances were made in four key areas, namely global aspirational goals, States' action plans, sustainable alternative fuels and market-based measures. One highlight was the establishment of a new metric system that will prove fundamental to developing the first-ever CO₂ emissions standard for aircraft, currently projected for 2015. Another is the engagement of States in preparation of their action plans to identify where reductions on emissions from international aviation can be achieved. Of course, the spotlight was on market-based measures and our efforts to present progress to the 38th Session of the Assembly. The ICAO Council and the Secretariat are working diligently on this complex issue and I look forward to submitting a proposal that will lead to constructive discussions at the Assembly in the fall. We are also looking forward to a new consolidated resolution on international aviation and climate change that will set out the work of the Council for the next three years.

Overall, I am happy with the forward-thinking approach we have applied to our work programme at ICAO. But, as I told the World Civil Aviation Chief Executives Forum in Singapore last February, much more is required to promote the long-term sustainability of air transport.

That is why the Council last year modified its vision and mission statement to underscore the importance of achieving a sustainable, global air transport network. We also created a distinct new Strategic Objective for the realization of a sound and economically viable air transport system.

- 3 -

By sustainable, we mean safe, secure, and efficient air transport operations that provide airlines and airports with a reasonable expectation of profitability – while supporting competitive economies and promoting balanced regional development. It also means better returns on investment, more funding for equipment and financing for infrastructure, better passenger service and a greater ability for air transport to deal with major setbacks. Greater overall efficiency can also mean a greater contribution to the global Gross Domestic Product and a more environmentally friendly aviation industry.

At ICAO's Sixth Worldwide Air Transport Conference last March, participants adopted recommendations that should in fact lead to innovative approaches in how aviation changes the way it does business over the coming years. They address such policy issues as modernizing current restrictions on air carrier ownership and control, facilitating improved market access, harmonizing the patchwork of consumer protection regimes that are currently confusing for States, operators and passengers alike, and finally, taxation and fees.

On this particular point, the way a number of States in this Region apply taxes and fees to air transport activity can actually be considered a model. They recognize that low-tax, low-fee civil aviation frameworks can produce more substantial and sustainable economic benefits, such as higher employment and broader, more resilient tax bases. This can bolster local economies without unduly penalizing air transport or hindering its ability to provide economic and social benefits over the longer-term.

This is but one of countless examples that show how the Asia/Pacific Region is fertile ground for innovation. As I said at the beginning, the progress you have made to date is simply astounding. It is based on widespread cooperation, political will and a commitment by all to change.

May this 50th anniversary DGCA Conference set the stage for another half century of innovation, progress and success for the benefit of the citizens of your Region and of the world.