



INTERNATIONAL CIVIL AVIATION ORGANIZATION

A United Nations Specialized Agency

DGCA — 51/DP/3.2/1

RESPONSES FROM ADMINISTRATIONS TO ACTION ITEMS ARISING FROM THE 50th CONFERENCE OF DIRECTORS GENERAL OF CIVIL AVIATION, ASIA AND PACIFIC REGIONS

DP/3.2/1

**Presented by
the International Civil Aviation Organization**

50th DGCA Conference Action Items



State responses to the 50th DGCA Conference Action Items are available in 51/DP/3.2/1.

Action Item 50/1



- **Recognizing the need for collaborative approach to ATM capability development and innovation the Conference :**
 - 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;**
 - 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.**

ICAO Follow Up Action 50/1



- **APANPIRG/24 adopted a conclusion re-convening the ATFM/SG to develop a common regional ATFM framework. The SG has held 2 meetings since its reconvention, in October 2013 and March 2014. Work by ATFM/SG on this project is continuing. The next meeting of the SG will be held in December 2014. Version 1.0 of the *Regional Framework for Collaborative ATFM* is expected to be finalized for consideration by APANPIRG/26.**
- **The Regional ATM Contingency Plan Task Force was formed in 2012. The next meeting will be held in January 2015. Version 1.0 of the Regional ATM Contingency Plan is expected to be finalized for consideration by APANPIRG/26.**

State's Action 50/1

- **Australia, China, Hong Kong China, Macao China, Fiji, France, Japan, Myanmar, Nepal, New Zealand, Philippines, Republic of Korea Singapore, and Vietnam supported ATM development in the APAC Region and agreed to work together to facilitate the progressive implementations of the Seamless ATM Plan.**

Action Item 50/2



- **Recognizing the need for sub regional cooperation in A-CDM/ATFM the Conference**
 - 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**
 - 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.**

ICAO Action 50/2



- **As per Action Item 50/1 para I above, ATFM/SG work on this project is continuing. States are participating in the SG.**
- **DGs are urged to provide direction and resources to implement the outcomes of APANPIRG**

Action Item 50/3



- **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:**
 - 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.**
 - 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.**

ICAO Action 50/3



- **There have been no further reports of non-compliance with Annex 15 requirements, reflecting the success of the ongoing efforts of the Regional Office and the AIS-AIM Implementation Task Force on this topic. The Regional Office will continue to collate and report any known cases.**

ICAO Action 50/3



- **ICAO Regional Office advised DGCA/50 that ANS Deficiencies would be raised against States that had not implemented Annex 15 standards related to AIM Phase 1 Transition Steps. The ANS Deficiencies List was updated at APANPIRG/26, adding the following new deficiencies:**
- **WGS-84 not fully implemented – 13 States, bringing the total to 17. Since APANPIRG/25 one State (Maldives) has reported completion of WGS-84 implementation and will be removed from the list.**
- **AIS Quality Management Systems not implemented - 25 States**

Action Item 50/4



- **The Conference noted that the draft Asia/Pacific Seamless ATM Plan has been adopted by APANPIRG/24 and urged States/Administrations 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.**

State Action 50/4



➤ **15 States/Adm. having provided their forms**
Australia, Bangladesh, China, French Polynesia,
Hong Kong China, India, Japan, Malaysia, New
Zealand, Philippines, Republic of Korea,
Singapore, Sri Lanka, Thailand, and USA

Action Item 50/5



- **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.**

State Action 50/5



- **Australia, China, Hong Kong China, Macao China, Fiji, Japan, Indonesia, Myanmar, Nepal, New Zealand, Philippines, Republic of Korea Singapore, and Viet Nam extend full support to RSO.**
- **The activities and accomplishments of ICAO RSO in 2013-2014 is presented in DP/3.3B/24.**

Action Item 50/6



- **The Conference noted the outcomes of RASMAG and urged:**
 - 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.**

ICAO Follow up Action - 50/6



a) a) States/Administrations to improve the safety oversight and the provision of data-link problem reporting and analysis among FIT-Asia States

As at FIT-Asia/3 (June 2014) only two FIT-Asia Administrations, China and India, had registered with the FIT-Asia Central Reporting Agency. Since then a further 2 States, Indonesia and Maldives, have registered. The remaining FIT-Asia States that have either implemented or planned to implement ADS-C/CPDLC services, or that are expected under the Seamless ATM Plan to implement such services, should register for FIT-Asia CRA. Table 1 indicates the data-link service, Seamless ATM Plan expectation and CRA registration status of FIT-Asia States.

Administration	Data-Link Service Status	ADS/CPDLC Seamless ATM Expectation (Nov 2015)	FIT-Asia CRA Registration
China	Implemented	YES	YES
India	Implemented	YES	YES
Indonesia	Implemented	YES	YES
Malaysia	Implemented	YES	
Myanmar	Implemented	YES	
Maldives	Implemented	YES	YES
Philippines		YES	SEASMA*
Sri Lanka	Implemented	YES	
Singapore	Implemented		SEASMA*
Thailand	Implemented		
Viet Nam	Implemented		SEASMA*

* The South East Asia Safety Monitoring Agency (SEASMA) provides CRA service for Philippines, Singapore and Viet Nam. Philippines has not yet implemented data-link services. Singapore provides performance reports for the Singapore FIR to FIT-Asia. Current SEASMA CRA arrangements expire September 2015.

ICAO Follow Up Action - 50/6



Registration on the FIT-Asia CRA website will provide benefits not only to States with implemented data link services, but also to those States planning implementation, as it would provide a valuable resource of knowledge and experience shared by other user States

ICAO Follow Up on - 50/6

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;

- RASMAG/19 (June 2014) noted that Asia/Pacific States with the majority of non-RVSM airframes identified by the Asia/Pacific RMAs to be operating within the RVSM stratum without proof of RVSM approval, were from China, India, Indonesia, Pakistan and the Philippines. **Table below** compares the number of non-RVSM airframes reported by each RMA:

Report	AAMA	China RMA	JASMA	MAAR	PARMO
RASMAG/18	98	43	47	118	15
RASMAG/19	90	33	40	130	19

- Asia/Pacific RMAs had reported instances of State aircraft operating in RVSM airspace without authorisation. The following Conclusion was drafted by RASMAG/19 and adopted by APANPIRG/25:
- **Conclusion 25/26: Flights in RVSM Airspace by non-approved State Aircraft**
- *That, Asia/Pacific States be urged to ensure close cooperation between civilian and military authorities, so that all RVSM operational requirements are clearly understood and complied with by State aircraft.*

ICAO Follow Up on - 50/6

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.*

- Significant increases in reporting of LHDs in Indonesian (214%) and Bay of Bengal airspace (352%) occurred after action was taken to improve reporting. The States concerned should be congratulated for this improvement in reporting culture, which will lead to safety improvements.
- The LHD reports for Beijing, Incheon, Sanya, and Shenyang FIRs appear to be well below what would be expected, given the very busy traffic in those airspaces. China acknowledged that, relative to the flight hours, the LHD reporting ratio of China and DPRK was quite low, with possible existence of underestimation in these regions. RASMAG/19 urged States to improve the mechanism of LHD reporting and develop a plan to establish an open reporting culture as part of a 'just culture' element of safety management systems.
- RASMAG/19 drafted the following Conclusion, endorsed by CNS Sub-Group and adopted by APANPIRG/25:
- ***Decision APANPIRG 25/37 – AIDC Implementation Task Force***
- *That, the AIDC Implementation Task Force be established with Terms of Reference provided in APANPIRG/25/WP09, Appendix D.*

Action Item 50/7



- **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:**
 - a) Establish common transition altitude within a FIR; and**
 - b) Develop new altimeter setting procedures.**

State's Action 50/7



- **Australia, Bangladesh, China, Fiji, Indonesia, Japan, Nepal, Philippines, Republic of Korea Singapore, and-Sri Lanka have established a common transition altitude within an FIR.**
- **Hong Kong China, New Zealand - Single transition Altitude**
- **Vietnam- in progress**

Action Item 50/8



- **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:**
 - a) to support and encourage the universal adoption of MC99;**
 - b) that have not done so, to ratify MC99 as soon as possible.**

States Action 50/8



- **Australia, Bangladesh, Hong Kong China, Macao China, Japan, New Zealand, Republic of Korea and Singapore, has ratified the MC 99.**
- **In progress in Indonesia, Myanmar, Nepal, Philippines, Vietnam and Sri Lanka**

Action Item 50/9



- **Recognizing the immense traffic growth in APAC Region and the population affected by aircraft noise the Conference urged States to consider:**
 - 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.**
 - 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.**

State Action 50/9



- **Australia, Hong Kong China, Macao China, Indonesia, Japan, New Zealand, Philippines, Republic of Korea, Singapore, and Vietnam are managing aircraft noise at airports in accordance with the ICAO's Balanced Approach to Noise guidelines.**

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.**

State Action 50/10



- **Australia, China, Hong Kong China, Macao China, Fiji, Japan, Myanmar, Nepal, New Zealand, Philippines, Republic of Korea, Singapore, and Vietnam noted this Action Item.**

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.**

State's Action 50/11



- **Hong Kong China, Macao China, Indonesia, Japan, New Zealand, Philippines, Singapore, and Sri Lanka actively support CAPSCA and its activities.**
- **CAA Nepal (CAAN) Management Committee has submitted proposal to CAAN Board for its decision to contribute US\$ 7500.00 per year to ICAO CAPSCA Project**

Action Item 50/12



- **Recognizing the achievements of the CASP-AP programme and taking note of the transition of the programme into Phase III, the Conference:**
 - 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;**
 - b) Urged partners and donors to provide financial and in-kind support to CASP-AP Phase III (2014-2019).**

State Action 50/12

- **Australia, Hong Kong China, Macao China, Japan, Nepal, New Zealand, Philippines, ROK< Singapore , Sri Lanka and Viet Nam recognize and support CASP AP Programme.**

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.**

State Action 50/13



- **Australia, Hong Kong China, Macao China, Fiji, Indonesia, Japan, Republic of Korea Singapore, and Viet Nam support the assistance and technical cooperation offered by Technical Cooperation Bureau of ICAO.**

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.**

States Action on 50/14



- **Australia, China, Hong Kong China, Macao China, Fiji, Japan, Myanmar, Nepal, New Zealand, Philippines, Singapore, and Viet Nam noted and support this Action Item.**

Action Item 50/15



- **Recognizing 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 programme.**

States Action Plan on 50/15



- **APAC States agreed to participate actively in the work of APRAST and RASG APAC on the work programme and in the achievement of the regional priorities and targets.**
- **Australia and New Zealand will give due consideration for the provision of expertise towards implementation of RASG work programme within the limitations of budget provisions and personnel availability.**



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THANK YOU