

**51<sup>st</sup> Conference of Directors General of Civil Aviation  
Asia and Pacific Regions**

**FINAL REPORT**

Hong Kong, China : 24 to 27 November 2014

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**PROGRAMME**

**Sunday, 23 November 2014**

- 15:00 – 19:00            Early Registration of Conference Delegates
- 18:00 – 20:30            Welcome Reception

**Day 1: Monday, 24 November 2014**

- 08:00 – 08:45            Registration of Conference Delegates  
*Venue: Atrium Hong Kong Civil Aviation Department Headquarters*
- 09:00 – 10:00            Opening Ceremony and Group Photograph Session  
*Venue: Atrium*
- 10:00 – 10:30            Coffee Break-Open area/canteen
- 10:30 – 12:00            DGCA Conference Administrative Arrangements
- 12:00 – 13:00            Lunch *Venue: open area/canteen/seminar rooms*
- 13:00 – 14:30            Conference Session
- 14:30 – 15:00            Coffee Break *open area/canteen*
- 15:00 – 16:30            Conference Session
- 17:30 – 21:00            Harbour cruise

**Day 2: Tuesday, 25 November 2014**

- 08:30 – 10:30            Conference Session
- 10:30 – 11:00            Coffee Break *open area/canteen*
- 11:00 – 12:30            Conference Session
- 12:30 – 13:30            Lunch *open area/canteen/seminar rooms*
- 13:30 – 15:00            Conference Session
- 15:00 – 15:30            Coffee Break *open area/canteen*
- 15:30 – 16:40            Conference Session
- 17:00 – 18:00            Guided Tour to Education Path

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**Day 3: Wednesday, 26 November 2014**

08:00 – 10:45	Cultural Tour
12:00 – 13:45	Lunch
14:30 – 16:30	Technical Visit- Hong Kong International Airport
18:00 – 22:00	Farewell Dinner

**Day 4: Thursday, 27 November 2014**

09:00 – 10:30	Conference Session
10:30 – 11:00	Coffee Break <i>open area/canteen</i>
11:00 – 12:00	Conference session
12:00 – 13:00	Closing Ceremony
13:00 – 14:00	Lunch <i>open area/canteen/seminar rooms</i>

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**AGENDA ITEMS**

- Agenda Item 1      Regional Aviation Safety Group  
Operational safety and continued airworthiness to enhance Flight Safety in the region
- Agenda Item 2      Regional Aviation Security Coordination Forum  
A unified approach to enhancing the region's aviation security and facilitation and improving compliance with Annexes 9 and 17
- Agenda Item 3      DGCA Conference
- Agenda Item 3.1:    Theme Topic
- Agenda Item 3.2:    Review of Action Items arising from the previous Conference
- Agenda Item 3.3A:   Emerging Issues in Aviation
- Agenda Item 3.3B:   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

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

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

The 51<sup>st</sup> Conference of Directors General of Civil Aviation (DGCAs), Asia and Pacific Regions was hosted by Civil Aviation Department, Hong Kong, China (HKCAD) and was held at the HKCAD Headquarters from 24 to 27 November 2014.

The Conference commenced with the official opening ceremony at 0900 hours on Monday, 24 November 2014. It was attended by 276 Delegates from 34 States/Administrations, 9 International Organizations.

In his address Mr. John Tsang, Finance Secretary, the Government of the Hong Kong Special Administrative Region of the People's Republic of China welcomed the Delegates and expressed gratitude to ICAO and HKCAD in organizing the DGCA Conference.

The full text of the address by the Finance Secretary the Government of the Hong Kong Special Administrative Region of the People's Republic of China is included as **Attachment 1** to this Report

In his address, the President of the Council of ICAO, Dr. O.B. Aliu thanked the Civil Aviation Department of Hong Kong China 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

The Director General of Hong Kong Civil Aviation Department, Mr. Norman Lo extended a warm welcome to all the delegates of the 51<sup>st</sup> 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 HKCAD is included at **Attachment 3** to this Report.

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

The first working session of the Conference commenced at 1030 hours on Monday, 24 November 2014. The ICAO Regional Director, Mr. Arun Mishra, as Secretary of the Conference, welcomed all participants to the 51<sup>st</sup> Conference of Directors General of Civil Aviation, Asia and Pacific Regions. He drew attention to the salient features of the Conference and highlighted the important issues deliberated during the ceremony of the Conference.

### **III. ELECTION OF CHAIRPERSON**

The ICAO Regional Director called for nominations for a Chairperson of the Conference. The Head of Delegation from Thailand proposed Mr. Norman Lo, DG HKCAD Hong Kong China, to be the Chairperson of the 51<sup>st</sup> Conference of Directors General of Civil Aviation, Asia and Pacific Regions. He provided a brief resume of Mr. Norman Lo's illustrious career achievements, wide management experience and expressed confidence that Mr. Lo would provide able leadership to the Conference. This was supported by the Head of Delegation from Sri Lanka.

Mr. Lo 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

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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 Malaysia proposed Lt. Gen. William K Hotchkiss (RET), Director General of Civil Aviation, Civil Aviation Authority of Philippines for the position. This was supported by the Head of Delegation from Myanmar. Mr. Lt. Gen. William K Hotchkiss was unanimously elected as Vice-Chairperson of the Conference.

Mr. Lt. Gen. William K Hotchkiss III AFP (RET) thanked the delegates for the honor bestowed on him and informed the Conference of Philippines intent to host the 52<sup>nd</sup> DGCA Conference in October 2015. He extended an invitation to all States/Administrations in the APAC Region and the International Organizations to the 52<sup>nd</sup> DGCA Conference in Manila, Philippines.

**V. ADOPTION OF THE AGENDA**

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

**VI. APPOINTMENT OF MODERATORS**

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

<b>SUBJECT</b>	<b>AGENDA ITEM</b>	<b>MODERATOR</b>
Theme Topic	3.1	Dato' Azharuddin Abdul Rahman
Emerging Aviation Issues	3.3A	Mr. Yap Ong Heng
Regulatory Oversight, Capacity, Air Navigation Planning and Implementation	3.3B	
Economic Development of Air Transport	3.4	Mr. Graeme Harris
Aviation and Environment	3.5	Mr. Simon W. H. Chan
Technical and Regional Cooperation	3.6	Mr. H. M. C. Nimalsiri
Other Business	3.7	Mr. Joseph Niel

**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 3.1**

### **THEME TOPIC:**

*“Rise to Future Challenges in  
Aviation through Closer  
Collaboration and Harmonization”*

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**AGENDA ITEM 3.1: THEME TOPIC:**

***“Rise to Future Challenges in Aviation through Closer Collaboration and Harmonization”***

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

**3.1.1** 5 Discussion Papers and 2 Information Papers were presented under this Agenda Item. Discussion Papers listed below were presented:

<b>REF.</b>	<b>TITLE</b>	<b>PRESENTED BY</b>
DP/3.1/1	Rise to Future Challenges in Aviation through closer Collaboration and Harmonization	ICAO
DP/3.1/2	Closer Collaboration and Harmonization to Achieve our Common Goal of Improved Safety, Security and Sustainability	Hong Kong, China
DP/3.1/3	Implementation of the New Global Aviation Safety Initiatives in Hong Kong, China through Closer Collaboration and Harmonization	Hong Kong, China
DP/3.1/4	Collaboration on Aircraft Type Training under Joint Maintenance Management	Hong Kong, China
DP/3.1/5	Second High-Level Safety Conference 2015	ICAO

**3.1.2 DP/3.1/1 RISE TO FUTURE CHALLENGES IN AVIATION THROUGH CLOSER COLLABORATION AND HARMONIZATION**

3.1.2.1 The Paper highlighted the importance of collaboration and bringing together air transport stakeholders and determining globally harmonized approaches to improve efficiency of the global network.

3.1.2.2 The Paper noted that aviation today had become challenging and there was a greater need to work together to ensure the long term sustainability of aviation. The region needed to come together as never before, regulators and industry, and align their respective responsibilities and obligations to ensure a more efficient operating environment for the common good of the global society.

3.1.2.3 The Paper also noted that Air Transport had much to bring to the World in terms of economic and social benefits. International civil aviation could greatly help to create and preserve friendship and understanding among the nations and people of the world, yet it must be developed in a safe and orderly manner, and be established on the basis of equality of opportunity and operated soundly and economically. The paper further noted that we must all work together to a higher order purpose that aviation should improve the quality of life for everyone on the planet.

**3.1.3 DP/3.1/2 CLOSER COLLABORATION AND HARMONIZATION TO  
ACHIEVE OUR COMMON GOAL OF IMPROVED SAFETY,  
SECURITY AND SUSTAINABILITY**

3.1.3.1 The Paper noted that the aviation industry of the Region was facing a range of challenges and there was an earnest need for closer collaboration and harmonization by States/Administrations and stakeholders within the Regions to achieve a common goal of enhancing safety, security and sustainability.

3.1.3.2 The Paper also noted that new standards and tools for further enhancing the level of global aviation safety such as the new Annex 19 on Safety Management, the Universal Safety Oversight Audit Programme under the Continuous Monitoring Approach and the Global Aviation Safety Plan had been established. The paper further noted that effective implementation of these standards would require the harmonized and collaborative efforts by States, regional safety organizations and industry partners.

3.1.3.3 Regarding security, the Paper noted that to implement the latest Amendment 13 to Annex 17, cooperation among States/Administrations is necessary to identify cost-effective security and facilitation solutions for mutual recognition of security measures and for strengthening of oversight activities, and that all concerned would continue to promote innovative, effective, and harmonized global aviation security standards.

3.1.3.4 On human resource the paper noted that it was a critical element for the sustained development of the aviation industry. Member States and stakeholders should face this challenge collectively and support ICAO's New Generation of Aviation Professionals initiative to develop policies to ensure that enough qualified and competent aviation professionals would be available.

3.1.3.5 On the environment protection the Paper noted that Member States should continue to provide support to ICAO in leading the international civil aviation industry in identifying and implementing global strategies towards an environmentally sustainable development of civil aviation.

3.1.3.6 The Conference noted that Hong Kong, China proposed to issue a Joint Statement related to Aviation Safety; Security; Sustainable Supply of Aviation Professionals and Protecting the Environment to reflect the outcome of the 51<sup>st</sup> DGCA Conference.

**3.1.4 DP/3.1/3 IMPLEMENTATION OF THE NEW GLOBAL AVIATION  
SAFETY INITIATIVES IN HONG KONG, CHINA THROUGH  
CLOSER COLLABORATION AND HARMONIZATION**

3.1.4.1 The paper noted that since 2013, ICAO had introduced a number of new global aviation safety initiatives, which included inter alia, the implementation of the Universal Safety Oversight Audit Programme (USOAP) under a Continuous Monitoring Approach (CMA), launch of the new Annex 19 on Safety Management and an updated Global Aviation Safety Plan (GASP) with a newly defined global aviation safety roadmap, safety objectives and priorities. The paper also noted that these initiatives were cornerstones requiring the aviation community to more proactively manage safety in support of the development of aviation systems of the future.

3.1.4.2 The Conference noted that Hong Kong, China fully supported these global aviation safety initiatives and had developed and implemented associated action plans on USOAP CMA and SSP activities through a systematic and coordinated approach, with emphasis on the need for closer collaboration and harmonization with all parties concerned. The paper shared with Member States / Administrations the progress of the work of the Civil Aviation Department (CAD), and its experience in overcoming the challenges encountered during implementation of CMA and SSP.

3.1.4.3 The Paper further noted that when implementing the USOAP CMA activities, a risk-based approach was adopted by CAD to complete the CMA documentation in phases, and an internal review and audit mechanism was established to monitor the progress and effectiveness of the associated work.

3.1.4.4 In addition the paper noted that on SSP, an SSP Implementation Committee was formed in CAD subsequent to the launch of the ICAO Annex 19 and the 3<sup>rd</sup> edition of the ICAO Safety Management Manual (Doc 9859) in 2013. The SSP documentation was also being updated to take into account the latest developments. Other SSP-related action items were also underway which include the conduct of an SSP gap analysis; organization of industry safety briefings and promotional events; and the establishment of an integrated safety data collection and evaluation mechanism.

3.1.4.5 The Paper reiterated that to accomplish all the above safety objectives and action items, the collaborative efforts of all concerned will be necessary.

3.1.4.6 The Conference noted the proactive measures taken by Hong Kong, China in support of ICAO's new global aviation safety initiatives, and the experience gained in overcoming the challenges encountered during implementation of the action plans; and encouraged other States / Administrations to share the experiences and challenges faced in during implementation of the initiatives.

### **3.1.5 DP/3.1/4 COLLABORATION ON AIRCRAFT TYPE TRAINING UNDER JOINT MAINTENANCE MANAGEMENT**

3.1.5.1 The Paper noted that the Civil Aviation Administration of China (CAAC), the Macao Civil Aviation Authority (AACM), and the Hong Kong Civil Aviation Department (CAD) established a Joint Maintenance Management (JMM) since 2001 which was aimed towards synergy and enhancement of aviation safety. The paper also noted that four Cooperation Arrangements (CAs) had been signed for mutual recognition of organization approvals in the aspects of component maintenance, engine maintenance, aircraft maintenance as well as a recent CA of aircraft maintenance training respectively.

3.1.5.2 The paper further noted that recognizing the emerging trend towards worldwide aircraft maintenance training and interchange of maintenance personnel, the JMM initiated a feasibility study on mutual recognition of Aircraft Maintenance Training Organization (AMTO) approvals in 2008. A thorough regulation comparison concluded that relevant regulations of the authorities were equivalent with respect to rules, standards, practices, procedures and systems for the approval and monitoring of AMTOs. Satisfied with the conclusion, the Authorities entered into the CA on Mutual Acceptance of Approval of AMTOs recently.

3.1.5.3 The Paper in conclusion highlighted that the three Authorities and the industry in the region shared the benefits of mutual recognition of approvals; thereby Authorities could optimize safety oversight activities by redeploying regulatory resources; AMTOs had a widened source of customers and avoid maintaining overlapping CAA approvals; air operators had an enlarged pool of training service to respond to service demand efficiently. In achieving the ultimate harmonization of maintenance certification standards, mutual recognition of aircraft maintenance licences issued by the respective Authorities would be the next milestone of the collaboration plan.

**3.1.6 DP/3.1/5 SECOND HIGH LEVEL SAFETY CONFERENCE 2015**

3.1.6.1 The Paper introduced information on the second High-Level Safety Conference (HLSC), which will be held at ICAO Headquarters in Montréal from 2 to 5 February 2015. The goals of the HLSC were to bring together the Directors General of Civil Aviation and strategic decision-makers to build consensus, obtain commitments and formulate recommendations deemed necessary for the effective and efficient progress of key aviation safety activities. The Paper also noted that Member States in the Asia and Pacific Regions were strongly encouraged to actively participate in the conference, to have their voices heard and ensure that the objectives of this important decision-making event was achieved.

**3.1.7 DISCUSSIONS ON THE PAPER PRESENTED**

3.1.7.1 DP/3.1/1 – The Conference took note of the Paper and reiterated the importance of sharing information by all stakeholders. Sri Lanka thanked ICAO for the paper and supported the need for regulators and industry to come together. Sri Lanka further requested ICAO to organize a forum wherein top level ANSPs and Regulators come together to meet. ICAO suggested that DCA’s must take industry on board and invite them for meetings.

3.1.7.2 DP/3.1/2 – To a query from Nepal on the definition of Education, HK CAD noted that it related to knowledge, training and skill. **The Conference adopted the Hong Kong Statement which is placed at Attachment to this Report on Agenda Item 3.1.**

3.1.7.3 DP/3.1/3 – Nepal, Singapore and Malaysia commended HKCAD for the work done on implementation ICAO’s Global Safety Initiatives. HKCAD agreed to organize a seminar on sharing experiences and challenges faced by States during implementation of the safety initiatives. The Conference noted the updates provided by Australia and New Zealand on the status of their safety initiatives. Republic of Korea urged states to keep supporting the USOAP program.

3.1.7.4 DP/3.1/4 – USA and New Zealand endorsed the paper and noted that this type of collaboration proposed would save resources and should be promoted. Bangladesh also endorsed the paper and suggested for the formation of a working group which could develop a model for other States and regions to adopt. ICAO secretariat suggested that it will work with HKCAD to replicate the model. D/ANB noted that ICAO would be willing to support this initiative by establishing a working group.

3.1.7.5 DP/3.1/5 – The Conference noted the information in the Paper and that the registration would open in two week time.

**3.1.8 SUMMATION BY THE MODERATOR**

**DP/3.1/1**

3.1.8.1 The Paper highlighted the importance of collaboration and bringing together air transport and determining globally harmonized approaches to improve efficiency of the global network.

3.1.8.2 With the impending challenges in the aviation sector ever increasing, there was a greater need to work together to ensure the long term sustainability of the aviation industry.

3.1.8.3 The Conference urged States to come together as never before, regulators and industry, and align their respective responsibilities and obligations to ensure a more efficient operating environment for the common good of the global society.

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**DP/3.1/2**

3.1.8.4 Recognizing the multifaceted demanding challenges in aviation, there is a need for closer collaboration and harmonization by States and Stakeholders within the regions to achieve our common goal of enhancing safety, security and sustainability.

3.1.8.5 The Conference therefore agreed to adopt and issue a Joint Statement known as Hong Kong Statement to foster a stronger regional cooperation against future challenges.

**DP/3.1/3**

3.1.8.6 This Paper related Hong Kong China experiences and initiatives in overcoming the challenges encountered during implementation of ICAO global aviation safety activities.

3.1.8.7 The Conference encouraged States to share their experiences and challenges faced during implementation of the initiatives. The ICAO APAC RO with Hong Kong China agreed to plan a Seminar in 2015 to address this issue.

**DP/3.1/4**

3.1.8.8 This Paper summarized the effort undertaken by China, Macao China, and Hong Kong China in their mutual recognition of maintenance related approvals under the joint maintenance management.

3.1.8.9 The Conference encouraged other States in the regions to replicate such joint of mutual recognition in maintenance approvals as this will lessen the burden on States/Authorities in their audit/approval process.

**DP/3.1/5**

3.1.8.10 The objective of the High-Level Safety Conference which will be held in Montreal, 2 to 5 February 2015 was to bring together the DGCA's and strategic decision makers to build consensus, obtain commitments and formulate recommendations for effective and efficient progress of key aviation safety activities.

3.1.8.11 The Conference strongly encouraged States in the Asia Pacific Regions to actively participate in the HLSC 2015.

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**HONG KONG STATEMENT**

**Continuous Improvement in Aviation Safety**

1. Recognizing that safety is critical to the sustainable development of aviation, we share a common goal of achieving continuous safety improvements in a collaborative and harmonized manner. We reaffirm our full support of the Global Aviation Safety Plan (GASP) and pledge our commitments in the implementation of safety management systems to proactively manage aviation safety risks and improve safety performance in accordance with Annex 19 to the Convention on International Civil Aviation.

**Enhancing Air Navigation Capacity and Efficiency**

2. Recognizing the need to increase capacity and improve efficiency of the civil aviation system, we reaffirm our full support on the need to work with ICAO in developing new procedures to optimize aviation system performance.

**Further Enhancing Aviation Security**

3. Recognizing the importance of enhancing aviation security and facilitation in order to meet the continued traffic growth in the region and to counter security threats against civil aviation, we reaffirm the need to collaborate globally and to work closely with ICAO in developing harmonized international standards on both passenger and air cargo security.

**Sustainable Supply of Aviation Professionals**

4. Recognizing the importance of maintaining a continuous supply of qualified aviation professionals in support of sustainable development of civil aviation, we reaffirm our full support for ICAO's on-going training initiatives, agree to collaborate closely to reach out to the Next Generation of Aviation Professionals (NGAP), and develop strategies for the recruitment, education, training and retention of NGAP.

**Protecting the Environment**

5. Recognizing that minimizing the adverse effect of aviation activities on the environment is a major challenge for a sustainable growth of the industry, we consider that the issue shall be dealt with through our collective efforts encompassing all possible measures including technological, operational and market-based solutions, and we pledge our continuous support to ICAO in taking a leadership role in formulating widely accepted global measures for the good cause of protecting the environment.

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## **AGENDA ITEM 3.2**

# **REVIEW OF ACTION ITEMS ARISING FROM THE PREVIOUS CONFERENCE**

Hong Kong, China : 24 to 27 November 2014

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**AGENDA ITEM 3.2: REVIEW OF ACTION ITEMS ARISING FROM THE PREVIOUS  
CONFERENCE**

**3.2.1** One Discussion Paper and one Information Paper were received under this Agenda Item. Discussion Paper listed below was presented:

<b>REF.</b>	<b>TITLE</b>	<b>PRESENTED BY</b>
DP/3.2/1	Responses from Administrations to Action Items Arising from the 50 <sup>th</sup> Conference of Directors General of Civil Aviation, Asia and Pacific Regions	ICAO

**3.2.2 DP/3.2/1 REPORT ON RESPONSES TO ACTION ITEMS ARISING FROM  
THE 50<sup>th</sup> CONFERENCE OF THE DIRECTORS GENERAL OF  
CIVIL AVIATION IN ASIA AND PACIFIC**

3.2.2.1 The ICAO Secretariat provided details of the actions taken by various States/Administrations on the Action Items arising from the 50<sup>th</sup> Conference of DGCA's. Each item was dealt with in a Power-Point presentation with the latest updates and developments provided by the Administrations. Actions taken by ICAO were also explained.

3.2.2.2 The Conference was informed that at the time of finalizing the paper on 18 November 2014 only 18 Administrations had provided their response. This constituted about 45 percent of the States/Administrations that the Asia Pacific Office is accredited to. The level of implementation by Administrations was evaluated on the basis of the 18 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.

3.2.2.3 The Administrations that replied supported the Action Items arising out of the 50<sup>th</sup> Conference, with most having implemented a majority of the Action Items or indicated plans to do so.

**3.2.3 DISCUSSIONS ON THE PAPER PRESENTED**

3.2.3.1 The ICAO Secretariat while commenting on the responses from States/Administrations to Action Items arising from the 50<sup>th</sup> Conference stressed that it was crucial to have the responses not only to update and raise the profile of the Conference, but more importantly to enhance its effectiveness in implementation. The ICAO Secretariat invited the Conference to review the information provided by the States/Administrations on the follow up of the Action Item and urged to take action as deemed necessary.

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## **AGENDA ITEM 3.3**

# **REGULATORY OVERSIGHT, AIR NAVIGATION PLANNING, IMPLEMENTATION AND CAPACITY ENHANCEMENT**

Hong Kong, China : 24 to 27 November 2014

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**AGENDA ITEM 3.3A: EMERGING ISSUES IN AVIATION**

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

**3.3A.1** Four Discussion Papers were received under this Agenda Item. Discussion Papers listed below were presented:

<b>REF.</b>	<b>TITLE</b>	<b>PRESENTED BY</b>
Presentation	Important Lessons learnt from the continuing search of MH 370 and MH17 accident investigation preliminary report	Malaysia
DP/3.3A/1	Progress Report on the Voluntary Path for Global Flight Tracking, Including an Initial Plan for the Development of SARPS	ICAO
DP/3.3A/2	Recognizing the Role of Aviation in the Ebola Outbreak and other Public Health Emergencies	ICAO
DP/3.3A/3	Task Force on Risks to Civil Aviation Arising from Conflict Zones Work Programme Progress Report	ICAO
DP/3.3A/4	Concept of operations to enhance global flight tracking	ICAO

**3.3A.2 DP/3.3A/1 PROGRESS REPORT ON THE VOLUNTARY PATH FOR GLOBAL FLIGHT TRACKING, INCLUDING AN INITIAL PLAN FOR THE DEVELOPMENT OF SARPS**

3.3A.2.1 This Paper outlined the progress to date on the work related to the outcomes, conclusions and recommendations as a result of the special meeting on global flight tracking held in Montréal from 12 to 13 May 2014, in particular with regard to the Ad Hoc Working Group (AHWG) established by the President of the Air Navigation Commission and the Director of the Air Navigation Bureau, and the Aircraft Tracking Task Force (ATTF) led by IATA. The Conference noted the information contained in this report.

**3.3A.3 DP/3.3A/2 RECOGNIZING THE ROLE OF AVIATION IN THE EBOLA OUTBREAK AND OTHER PUBLIC HEALTH EMERGENCIES**

3.3A.3.1 The Conference noted the role of aviation in public health emergencies and the importance of collaboration between the aviation and public health sectors in preparedness planning and response to public health events. The Conference also noted the importance of aviation in helping to prevent and manage the spread of communicable disease.

3.3A.3.2 The Conference recognized the importance of information gathering and sharing in effective public health event management in the aviation sector and encouraged States to utilize expertise in the medical department of their regulatory authority to assist in the development of procedures that facilitated improved public health event management and response in the aviation sector.

3.3A.3.3 The Conference also sought assistance from States for the continuation of Collaborative Arrangement for the Prevention and Management of Public Health Events in Civil Aviation (CAPSCA) Programme.

**3.3A.4 DP/3.3A/3 TASK FORCE ON RISKS TO CIVIL AVIATION ARISING FROM CONFLICT ZONES WORK PROGRAMME PROGRESS REPORT**

3.3A.4.1 The Paper presented a report of initiatives undertaken to progress the work programme of the Task Force on Risks to Civil aviation arising from Conflict Zones (TF RCZ) and noted that the initiatives presented was associated with the sharing of best practices and information used to assess risks associated with civil aviation operations over or near conflict zones. The paper noted that a study had been conducted to determine the feasibility of making relevant information available through the existing Notice to Airmen (NOTAM) system. The TF RCZ had also explored the need for a centralized global information sharing system in the future.

3.3A.4.2 The Conference recognized the need for sharing information related to conflict zones through a harmonized process and reminded States of the security risk assessment guidance contained in the ICAO Aviation Security Global Risk Context Statement (RCS); the conference also recommend that ICAO continue its work to develop solutions that enhance the sharing of best practices and information used to mitigate risks associated with operations over or near conflict zones.

**3.3A.5 DP/3.3A/4 CONCEPT OF OPERATIONS TO ENHANCE GLOBAL FLIGHT TRACKING**

3.3A.5.1 This Paper noted the draft Concept of Operations (CONOPS) for the Global Aeronautical Distress and Safety System (GADSS), which was a result of conclusions and recommendations of the special meeting on global flight tracking held in Montréal on 12 and 13 May 2014. The Paper also noted that the Second High-Level Safety Conference (Montréal, 2 to 5 February 2015) would be invited to provide feedback on the CONOPS and further enrich the document. Following this ICAO will finalize the document by the third quarter of 2015. In conclusion the conference noted that the implementation of this GADSS CONOPS would result in a financial cost impact on industry. However, this will be offset by the benefit of enhancing the effectiveness of the alerting and search and rescue services.

**3.3A.6 DISCUSSIONS ON THE PAPER PRESENTED**

3.3A.6.1 Australia endorsed the comments made by Malaysia and congratulated Malaysia for sharing the lessons learnt from the loss of MH370. AAPA noted from the Malaysia presentation that communications is the key and industry needs to respond to the challenges collectively. D/ANB informed that ICAO is working on a policy on treatment of families of victims.

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**51<sup>st</sup> Conference of Directors General of Civil Aviation  
Asia and Pacific Regions**

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**AGENDA ITEM 3.3B: REGULATORY OVERSIGHT, AIR NAVIGATION PLANNING,  
IMPLEMENTATION AND CAPACITY ENHANCEMENT**

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

**3.3B.1** 22 Discussion Papers and 24 Information Papers were received under this Agenda Item. The Discussion and Information Papers listed below were presented:

<b>REF.</b>	<b>TITLE</b>	<b>PRESENTED BY</b>
DP/3.3B/1	APANPIRG Activities - Outcomes of APANPIRG/25	ICAO
DP/3.3B/2	Airspace Optimization by Hong Kong to Accommodate Phenomenal Air Traffic Growth	Hong Kong, China
DP/3.3B/3	Enhancing Aviation Safety through Establishment of a Regional ADS-B Avionics Problem Report Database (APRD)	Hong Kong, China
DP/3.3B/4	ASBU Implementation	CANSO
DP/3.3B/5	ATM Cyber Security	CANSO
DP/3.3B/6	Institutionalizing Human Factors in ATM Training in the Asia-Pacific Region	Philippines
DP/3.3B/7	Measures to Address the Issue of Visual Segment Surface (VSS) Obstacle Penetration	Philippines
DP/3.3B/10	The Certification and Application of EMAS in China	China
DP/3.3B/11	Regional Air Traffic Flow Management	IATA
DP/3.3B/12	Implementation of ICAO Language Proficiency Requirements (LPRs) for Air Traffic Controllers in Malaysia	Malaysia
DP/3.3B/14	State ANS Oversight and Engagement in Increasingly Complex ANS Environments	ICAO
IP/3.3B/18	Introduction of CNS Equipment Certification and Localization Process of CNS in China	People's Republic of China
DP/3.3B/24	Outcomes of the Third Meeting of the Mekong ATM Coordination Group	Cambodia, Lao PDR, Myanmar, Thailand, Viet Nam and IATA

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<b>REF.</b>	<b>TITLE</b>	<b>PRESENTED BY</b>
DP/3.3B/25	Experience Sharing on Regulating an Internal RPAS Market	France
DP/3.3B/30	Challenges of Regulatory Oversight: Bangladesh Perspective	Bangladesh
DP/3.3B/32	The Importance of RAIM Prediction Service Supporting Safety of PBN Operation	Japan
DP/3.3B/33	The Divert Destination Decision for Metropolitan Area Airports Inoperable by Large-Scale Disasters	Japan
DP/3.3B/34	The Implementation of Phased ATFM Based on Coordination among ATM Stakeholders	Japan
DP/3.3B/35	Activities and Accomplishments of ICAO Asia and Pacific Regional Sub-Office in 2013-2014	ICAO/RSO
DP/3.3B/36	Collaborative Air Traffic Flow Management Operational Trial	Singapore
DP/3.3B/37	Performance-Based Approach to Advance Seamless Air Traffic Management (ATM)	Singapore
DP/3.3B/38	ADS-B Data sharing between Indonesia, Australia and Singapore	Indonesia
DP/3.3B/41	Initiative on Information Management	Thailand
IP/3.3B/45	Proposal for a Clarified Definition of A-CDM from ICAO	Republic of Korea

**3.3B.2 DP/3.3B/1 APANPIRG ACTIVITIES – OUTCOMES OF APANPIRG/25**

3.3B2.1 This Paper provided an overview of the outcomes of APANPIRG/25 Meeting held in Kuala Lumpur, Malaysia from 8 to 11 September 2014. The Conference noted the important issues addressed by the APANPIRG/25 Meeting and urged all States to provide full support to APANPIRG and its activities.

**Discussions:**

IBAC thanked the ICAO APAC RO for its follow-up work on ADS-B OUT and noted the removal of the requirement for an operational approval by states of Registry to accompany ADS-B OUT equipage. IBAC requested ICAO APAC RO to expedite the process that will encourage States in this region to remove any requirements for operational approvals linked to ADS-B OUT.

IBAC also reminded that, as States seek to apply requirements over the high seas (in international airspace), they should do in line with established ICAO procedures. It was in great part through these procedures a closer collaboration and harmonization could be achieved, critical to the successful implementation of the Global Air Navigation Plan.

**3.3B.3          DP/3.3B/2          AIRSPACE OPTIMIZATION BY HONG KONG TO  
ACCOMMODATE PHENOMENAL AIR TRAFFIC GROWTH**

3.3B.3.1          The Paper noted that the Hong Kong Civil Aviation Department (CAD) had recently conducted a series of airspace enhancement projects to cope with the growing demand of air traffic transiting Hong Kong FIR and that these projects included chain of re-structuring of en-route and terminal airspace and vertical sectorization of en-route airspace. The Paper also noted that Hong Kong CAD had also closely monitored the growing air traffic demand and extended the operation hours of the busy ATC sectors whenever necessary to maintain a safe and efficient air traffic operation.

3.3B.3.2          The Paper further noted that as the air traffic grows continuously and the projected increase was expected to cause possible overloading of the Hong Kong en-route sectors, two major flight routes and traffic flow enhancement projects were being perused. The first initiative was rationalizing the overflight route within Hong Kong FIR. With the support of Manila ACC, the traffic flow on A583 and A461 between China and Manila FIR was rationalized. Despite the measure caused extra track distance for certain flights, the reduced number of crossing conflicts greatly enhanced flight safety in the very congested sector.

3.3B.3.3          The second initiative was to support the Decision of SEAOACG4/SEACG21 2: the establishment of Major Traffic Flow (MTF) Review Group. The Paper noted that Hong Kong CAD would work closely with ICAO with a view to establish a harmonized and efficient air traffic route network in the region and to achieve a more effective result, collaboration and coordination among relevant States, Administrations and operators in the APAC region would be essential. Hong Kong CAD encouraged relevant States and Administration to participate and support the work of the MTF Review Group.

**Discussions:**    Australia supported the establishment of Major Traffic Flow Review Group and the RSO in the coordinator role.

**3.3B.4          DP/3.3B/3          ENHANCING AVIATION SAFETY THROUGH  
ESTABLISHMENT OF A REGIONAL ADS-B AVIONICS  
PROBLEM REPORT DATABASE (APRD)**

3.3B.4.1          The Paper reported the latest progress in establishment of a Regional ADS-B Avionics Problem Reporting Database (APRD) in collaboration with Australia and Singapore, and called for support on continuous development and operation of the database by the ICAO Regional Sub-office (RSO).

3.3B.4.2          The Paper noted that during past ADS-B SITF meetings, Hong Kong China, Australia and Singapore had presented Working Papers highlighting their work undertaken to monitor and analyze avionics performance of ADS-B equipped aircraft. The Paper also noted that at CNS SG/18 meeting, Hong Kong China presented a working Paper, supported by Australia and Singapore, outlining a proposal to establish a centralized database for sharing the analysis results to enhance aviation safety for the Region. The proposal gained support and endorsement from the meeting. Subsequently, Hong Kong China, in collaboration with Australia and Singapore, has been working closely with the RSO to develop detailed requirements and specification for the database together with procedures for provision and sharing of data. The Paper also noted that the progress in developing the database was satisfactory.

3.3B.4.3          In addition the Paper also highlighted that the database will contain useful information on the generic ADS-B avionics performance problem commonly encountered in the Region, and encouraged States/Administrations to make best use of the database to report and share

problems with others, keep abreast of the latest reported problems, and exchange among themselves the lists of airframes exhibiting the problems for civil aviation authorities to follow-up with airline operators concerned for remedial action.

**Discussions:** DP/3.3B/3 and DP/3.3B/38 – The Moderator thanked Hong Kong China and Indonesia on implementation of ADS-B. CANSO commended States for ADS-B data sharing over non RADAR airspace and across FIRs. China reported submission of their ADS-B Plan and sharing of details with other States. ICAO RSO informed that they were willing to work with States on the specifications for the APRD Database.

### **3.3B.5 DP/3.3B/4 ASBU IMPLEMENTATION**

3.3B.5.1 CANSO presented the Paper on two initiatives that it had undertaken to promote ASBU implementation. First was an ASBU implementation guide entitled “*Introduction to the Aviation System Block Upgrade (ASBU) Modules – Strategic Planning for ASBU Modules implementation*” which could be downloaded from the CANSO web-site. Second was an ASBU implementation course entitled “*Methodology and Best Practices for ASBU Implementation*”. The Paper noted that the first course was held in Singapore in April this year. In conclusion the Paper encouraged States and ANSPs in the region to avail themselves of the CANSO ASBU guidance document and the opportunity to participate in future CANSO ASBU implementation courses.

### **3.3B.6 DP/3.3B/5 ATM CYBER SECURITY**

3.3B.6.1 CANSO presented the Paper on the growing threat of cyber-attacks on ATM systems and highlighted the importance for States and their ANSPs to manage the cyber risks and to implement a cyber-security programme. The Paper noted that given the critical role of ATM in ensuring flight safety and efficiency appropriate measures were needed to detect, respond to and recover from cyber security events. In this regard the Paper highlighted publication of a CANSO Cyber Security and Risk Assessment Guide for the information of States and their ANSPs.

### **3.3B.7 DP/3.3B/6 INSTITUTIONALIZING HUMAN FACTORS IN ATM TRAINING IN THE ASIA-PACIFIC REGION**

3.3B.7.1 The Paper noted that human factors constitute the greatest source of risk in aviation and that the majority of studies of human factors in aviation, and consequently human factors training, had focused primarily on Pilots. The Paper also noted that the development of human factors within Air Traffic Control (ATC) had progressed more slowly than similar studies involving Pilot performance.

3.3B.7.2 The Paper further noted that the impact of automation on ATC was becoming more relevant, as a variety of new technologies were being introduced to help cope with the long term growth of air traffic, with the goal of alleviating stress. The Paper reported that as airspace, air traffic and ATM systems become more complex, the analysis and optimization of the human component became even more essential.

3.3B.7.3 The proposal for a robust and harmonized ICAO Human Factors in ATM Training in the Asia-Pacific Region was of special relevance, in view of the promulgation of Annex 19 - Safety Management and the recent amendments to ICAO Annexes 6, 11 and 14 which prescribed safety management systems as standards for aircraft operators, Maintenance Repair and Overhaul Organizations (MROs), airports and air traffic services.

3.3B.7.4 In conclusion the Paper reported that institutionalizing an ICAO-sponsored Human Factors in ATM Training Programme in the Asia-Pacific Region would enable APAC States to have regular and equitable access to harmonized training programme curricula.

**Discussions:** Malaysia agreed with Philippines on Human Factors in ATC Domain. ICAO HQ supported the Paper and suggested providing resources for training on Human Factors in ATM.

**3.3B.8 DP/3.3B/7 MEASURES TO ADDRESS THE ISSUE OF VISUAL  
SEGMENT SURFACE (VSS) OBSTACLE PENETRATION**

3.3B.8.1 This Paper identified the importance of and the need for guidance material in dealing with issues encountered by States with respect to obstacle penetrations on the Visual Segment Surfaces (VSS). The Paper noted that during the development of PBN instrument approach procedures, the Philippines encountered Visual Segment Surface (VSS) penetration due to the presence of obstacles.

3.3B.8.2 The Paper also noted that some States have encountered similar issues with respect to obstacle penetration of the VSS, cases which were difficult to address with mitigation actions recommended in Doc 8168 Volume II 5.4.6.4 such as increasing the descent/gradient and/or runway threshold displacement. Other States developed regulations that deviate from, or with some limitations in adopting, the standards and publication of difference as stated in the PANS-OPS.

3.3B.8.3 The Paper further noted that ICAO Doc 8168 Vol. II 5.4.6.4 provided the following recommendation: "If the VSS is penetrated, the approach procedure should not be promulgated without an aeronautical study. Mitigation action as a result of such a study may result in an increase of the descent gradient/angle and/or runway threshold displacement." In conclusion the reported that the available ICAO Documents provided limited information on how an aeronautical study for PBN issues is conducted.

3.3B.8.4 The Paper invited the Conference to note the information provided in the Paper and to encourage States to share their experiences pertaining to VSS.

**Discussions:** Australia, Singapore and India supported the need for guidance material. India and Indonesia recommended a review of Annex 14, Volume I Chapter on OLS.

**3.3B.9 DP/3.3B/10 THE CERTIFICATION AND APPLICATION OF EMAS IN  
CHINA**

3.3B.9.1 The Paper noted that the application of EMAS had been widely acknowledged as an effective means to reduce the severity of aircraft runway overshooting. To promote the engineered application of this technology, Civil Aviation Administration of China (CAAC) had established a set of certification procedures and methods, and was currently developing relevant industry standards. CAAC had also put forward a planning guidance for the application of this technology, and the certified products had already been installed at one airport.

3.3B.9.2 The Paper also noted that CAAC had published Guidance on the Planning and Construction of Engineered Material Arresting System (EMAS), and was planning to launch test construction works in 6 airports with complex terrain and climate patterns.

**Discussions:** To a query from Nepal on tests conducted by China with EMAS, China informed that Aircraft 737-300 was used for actual test, the test speed was 60 knots and test results were satisfactory. China also informed that CAAC guidance material on certification of CNS Equipment would be available when finalized and would be happy to organize a seminar to provide more details.

Macao China informed that as Macau International Airport was built on reclaimed land, EMAS could provide an alternative to Runway End Safety Area.

IFALPA acknowledged the work done by China on EMAS as an alternative to provision of RESA in accordance with ICAO SARPs and reiterated that ICAO recommendation in Para 3.5.4 states that- *A runway end safety area should, as far as practicable, extend from the end of runway strip to a distance of at least 240 m where the code number is 3 or 4; or a reduced length when an arresting system is installed.* IFALPA invited the conference to request ICAO to upgrade the above recommendation to a standard.

**3.3B.10 DP/3.3B/11 REGIONAL AIR TRAFFIC FLOW MANAGEMENT**

3.3B.10.1 The Paper presented by IATA noted that Asia Pacific was the largest Aviation market globally and forecast to continue growing at 6-10%. The Paper also noted that the region has developed and endorsed the APAC Seamless ATM plan based on the ICAO Aviation System Block Upgrade Zero (ASBU-0) and that one of the “critical” ASBU elements identified in the plan as essential to Seamless operations was ATFM taking a “Network View” in other words cross border multi FIR flow management.

3.3B.10.2 The Paper further noted that Air Traffic Flow Management was recognized as an essential tool to assist with capacity and demand balancing and Asia Pacific would not have a single Central Flow unit (as other major aviation environments do) therefore the need to consider deploying this program on a multi-state sub regional basis to enable a Network approach to regional traffic management.

3.3B.10.3 The Paper took note that many States in the region had implemented or are planning to implement ATFM for Domestic operations while very few were considering multi FIR ‘linked up’ ATFM with neighboring FIRs on a sub-regional network basis. Sub regional ATFM would support optimization of infrastructure and delay reduction with direct benefits from implementation conservatively estimated in a range of USD200-500million.

3.3B.10.4 The Conference recognized that sub regional ATFM would support optimization of infrastructure and reduce delays, urged States to provide resources both in terms of staff and funding, which were critical to its successful implementation.

**3.3B.11 DP/3.3B/12 IMPLEMENTATION OF ICAO LANGUAGE PROFICIENCY REQUIREMENTS (LPRS) FOR AIR TRAFFIC CONTROLLERS IN MALAYSIA**

3.3B.11.1 This Paper presented Malaysia’s methodology and experience in the implementation of ICAO Language Proficiency Requirements (LPRs) for Air Traffic Controllers (ATCOs) by the State’s own Test Service Provider (TSP). The Paper noted that the English Language Proficiency Test (ELPT) was conducted by the air traffic service regulator (versus outsider/foreign TSPs) which consisted of suitably qualified evaluators/raters who were also experienced local air traffic controllers.

3.3B.11.2 The implementation of the sub-level divisions within the ICAO *Operational Level 4* constitutes Malaysia’s pro-active action in the monitoring of the standards of the English language proficiency among Malaysian ATCOs. This had enabled Malaysia to ensure that language loss (to *Pre-operational Level 3*) does not impact greatly on human resources in the provision of air traffic services. This measure taken by Malaysia was considered as an expanded implementation of the ICAO LPRs whilst complying with the requirements.

3.3B.11.3 The Paper invited the Conference to encourage States to exchange experiences on language proficiency implementation, and to integrate their experience in a Regional Plan for the follow-up of the language qualifications of air traffic controllers, in particular non-native English speakers in Asia Pacific.

**Discussions:** To a query from Nepal, Malaysia clarified that there was no conflict of interest as this was a language test and objective type. ICAO thanked Malaysia for the Paper and informed that ICAO service could be availed for evaluation of the tests conducted.

**3.3B.12 DP/3.3B/14 STATE ANS OVERSIGHT AND ENGAGEMENT IN  
INCREASINGLY COMPLEX ANS ENVIRONMENTS**

3.3B.12.1 The Paper presented by ICAO noted the inconsistent State participation at important Air Navigation Service (ANS) meetings and responses to ICAO State Letters, as well as problems with technical knowledge within some States and Administrations had been well known for many years. It was noticeable from APANPIRG contributory body meetings and ICAO Missions that some States and Administrations had insufficient knowledge to successfully implement even Aviation System Block Upgrade (ASBU) Block 0 without external assistance. Thus there was some concern that Block 1 elements may present an almost insurmountable challenge to States without adequate resources or technical know-how.

3.3B.12.2 The Paper also noted that it was common to observe non participation of even major States in important meetings (reasons often include lack of notice to technical staff due to poor internal communications, and a process that does not allow a timely approval or the identification of the most appropriately qualified technical staff). Even when States were represented at technical meetings, many attendees did not actively participate, so it was normal for most dialogue to be conducted with only a few knowledgeable participants.

3.3B.12.3 In addition, the number of APANPIRG Deficiencies and varying ICAO audit results indicated that there were deep-rooted systemic problems within many States that might prevent them from responding appropriately to the challenge of the modern, environment whereby States needed to operate more sophisticated, interoperable ATM systems. The core reason for the gap in capability appeared to be a lack of critical mass of knowledge in some States, and a 'two speed' development across the region would reduce the effectiveness of Seamless ATM.

3.3B.12.4 The solution lay in greater cooperation and investment in a mechanism that would increasingly take responsibility for harmonising regulation and providing services, in order to relieve States of the burden of individually having to meet all the requirements imposed in a modern Air Navigation Service (ANS) environment. This would become even more imperative as the Asia/Pacific evolved to a Block 1 Seamless ATM expectation of all States and Administrations.

**Discussions:** CANSO noted that there was a need to have the right combination of people attending the meetings regularly as we move to ASBU implementation. Nepal noted that some States have low EIs and suggested that ICAO come up with guidance material in particular on Annex 3 & 11.

**3.3B.13 IP/3.3B/18 INTRODUCTION OF CNS EQUIPMENT CERTIFICATION  
AND LOCALIZATION PROCESS OF CNS IN CHINA**

3.3B.13.1 The Paper presented the procedures of CNS equipment certification in CAAC to ensure the operational CNS equipment's compliance with ICAO SARPs and meeting the specific operational requirements of CAAC. The Paper also described the development of domestic CNS equipment's.

**3.3B/14 DP/3.3B/24 OUTCOMES OF THE THIRD MEETING OF THE MEKONG  
ATM COORDINATION GROUP**

3.3B.14.1 The Paper noted that the ATM Coordination Group meeting was held annually among countries surrounding the Mekong River, namely Cambodia, Lao PDR, Myanmar, Thailand and Viet Nam and China and Hong Kong, China were also invited. The Group discussed ATM coordination issues facing the sub-region. The Paper also noted that the third meeting (MK-ATM/CG/3) of the Group was held on 13-15 October 2014 in Da Nang, Viet Nam.

3.3B.14.2 This Paper presented the Report of the Third Meeting of Mekong ATM Coordination Group where ANSPs agreed on en-route PBN harmonization plan including harmonization of longitudinal spacing parameter at FIR Boundaries, establishment of Mekong Secretariat Team and requested assistance from ICAO Asia and Pacific Regional Sub-Office on route structure review, AIDC implementation plan, and support to ASEAN Strategic Planning Group.

**3.3B/15 DP/3.3B/25 EXPERIENCE SHARING ON REGULATING AN  
INTERNAL RPAS MARKET**

3.3B.15.1 This Paper by France presented an approach taken to regulate the segment of the “Remotely Piloted Aircraft Systems (RPAS)” while enabling its development, including industrial aspects.

3.3B.15.2 The Paper noted that until solutions and rules which have to be developed by ICAO with the help of the national authorities in order to open the use of RPAS in non-segregated areas and to allow cross border operations, States have to face an explosion in demand for use of RPAS requiring an appropriate response.

**Discussions:** Bangladesh thanked France for the Paper and highlighted the security issues related to RPAS. Australia informed that they have some regulations on this and would use this by using exemptions until international regulations were established. India noted that there was an urgent need for regulations at ICAO level.

Singapore observed that the industry would look to national regulators for harmonisation of RPA regulations and hence it would be useful for ICAO to accelerate its work on the development of SARPs on RPA operations so that States can align their national regulations. Singapore also suggested the greater sharing of experience and policy and rule-making in this area among States. China reported that CAAC has developed an advisory Circular. Malaysia echoed the statement made by Singapore and noted that whether ICAO can initiate the certification requirement.

ICAO informed the Conference that the various names have been harmonized as Remotely Piloted Aircraft System (RPAS) and that ICAO was developing regulations for RPAS only for international operations and not on domestic sectors. It was further reported that the RPAS Manual (Doc 10019) (Unedited version) should be out soon and made available on ICAO web site. The RPAS symposium has been scheduled from 23 to 25 March 2015.

In conclusion the Conference encouraged State to share their experience and regulations on RPAS.

**3.3B.16 DP/3.3B/30 CHALLENGES OF REGULATORY OVERSIGHT:  
BANGLADESH PERSPECTIVE**

3.3B.16.1 This Paper highlighted the global shortage of qualified aviation inspectors, related salary structure and the need for the establishment of proper training institutes. The Paper noted the

challenges faced by Bangladesh and requested ICAO to prepare a model organizational structure for the CAAs along with recommendations on special pay structure for inspectors which could be used to convince Governments for adopting them. The Paper further noted that ICAO should also develop guidance material and requirements for assessing competencies of the inspectors by the respective institutes to develop in house Instructors and Trainers on safety oversight system. The Paper also requested the Conference on the establishment of a common database for experts in the region.

**Discussions:** Australia thanked Bangladesh for the Paper. ICAO Secretariat noted that it will look at establishing a database for experts in the region. The Conference noted the recommendation from the DG course that a Ministerial Forum be convened for the South Asia Region to deliberate on this issue.

**3.3B/17 DP/3.3B/32 THE IMPORTANCE OF RAIM PREDICTION SERVICE  
SUPPORTING SAFETY OF PBN OPERATION**

3.3B.17.1 The Paper presented by Japan noted that the PBN implementation was the priority in the Asia/Pacific region and noted that PBN had contributed to improve flight safety and capacity in addition to saving on fuel. The Paper recommended taking account of its vulnerability and utilizing RAIM (Receiver Autonomous Integrity Monitoring) Prediction for PBN operation using GNSS signal.

3.3B.17.2 The Paper also stated that implementing more precise PBN with precise RAIM prediction contributes greatly not only for aviation safety but also for conserving the global environment and recommended that States should introduce PBN in a planned manner in accordance with various situations of airports and en-routes.

**Discussions:** Singapore supported the use of RAIM prediction for PBN and ADS-B. India commended Japan on the use of RAIM and noted that RAIM had been established at all their major airports for PBN. Thailand confirmed the implementation of RAIM prediction service.

ICAO APAC RSO informed the Conference that PBNICG meeting had been scheduled in March 2015 and the technical discussion on this Paper could be taken up further at the meeting.

**3.3B/18 DP/3.3B/33 THE DIVERT DESTINATION DECISION FOR  
METROPOLITAN AREA AIRPORTS INOPERABLE BY  
LARGE-SCALE DISASTERS**

3.3B.18.1 The Paper noted that Japan government learning from past experience had prepared a Contingency Plan for dealing with large-scale earthquakes along with smooth assignment of diversion airports for a large number of aircrafts whose destination were closed by the disaster.

3.3B.18.2 The Paper also noted that on 11March 2011, Great East Japan Earthquake had a significant impact on the aircraft operation in Japan, even though Metropolitan area airports were not damaged fatally, but these airports were closed for couple of hours for inspection of facilities. The Paper further noted that this resulted in confusion due to a very large number of aircrafts being asked to divert without appropriate preparation. The Paper reported that based on the past experience, Japan had developed the scheme for operation and preparation to assign appropriate diversion airports for the 164 flights which were expected at the Metropolitan area airports namely Tokyo and Narita international airports.

3.3B.18.3 The Paper in conclusion reminded that such disasters were not limited only to Japan, but it could also occur in the Asia Pacific Region and urged States to prepare contingency plans for such events.

**Discussions:** Singapore noted that contingency planning is very important and noted that ICAO APAC RO contingency planning task force is working on this and urged states to carryout exercises to test the contingency plan for its effectiveness and also participate in volcanic ash exercises.

**3.3B/19 DP/3.3B/34 THE IMPLEMENTATION OF PHASED ATFM BASED ON COORDINATION AMONG ATM STAKEHOLDERS**

3.3B.19.1 The Paper noted that APAC States have identified ATFM as one of the priority for implementation in the region. The Paper also noted that implementation of phased ATFM was based on coordination between ATM Stakeholders.

3.3B.19.2 The Paper further noted that Japan had introduced ATFM about 20 years ago, and had been working to improve continuously. In order to mitigate unforeseen circumstances it was important to optimize the schedule and flight routes in advance which afforded maximum number of flights under coordination with both airport and airspace capacities. The Paper reported that Japan had established ATFM with the phase of Pre-operation, Operation, and Post-operation in line with ICAO Doc 9971 ATFM manual. In conclusion the Paper encouraged the infrastructure linkage of related system and CDM framework between ATM stakeholders for sharing necessary information which was essential to implement ATFM.

**3.3B/20 DP/3.3B/35 ACTIVITIES AND ACCOMPLISHMENTS OF ICAO ASIA AND PACIFIC REGIONAL SUB-OFFICE IN 2013-2014**

3.3B.20.1 The Paper highlighted the activities and accomplishments of the ICAO APAC RSO during its early years of operation (2013-2014) in providing comprehensive implementation support to APAC States in the areas of AOM, PBN and ATFM/CDM. The Paper noted the importance of long-term planning for the sustainability of the RSO and had developed 3-year strategic work/resource plan in coordination with ICAO Air Navigation Bureau (ANB), APAC Regional Office and APANPIRG for endorsement by future DGCA Conferences.

3.3B.20.2 In addition the Paper invited the Conference to encourage APAC States and Administrations to seek their support during their implementation of AOM, PBN and ATFM/CDM and also invited APAC States and international organizations to consider providing continuing support and resources.

**Discussions:** Hong Kong China, ROK and China commended the work of ICAO APAC RSO and expressed strong support. To a query from Nepal, the RSO clarified that FPP is a State funded Project wherein States pay for the services.

To a query from Hong Kong China on 3.1 c) of the Paper, the RSO explained that this was necessary as the RSO is supported by State experts.

**3.3B/21 DP/3.3B/36 COLLABORATIVE AIR TRAFFIC FLOW MANAGEMENT OPERATIONAL TRIAL**

3.3B.21.1 The Paper presented by Singapore noted that ATFM had been identified as a solution that would aid effective demand-capacity balancing while capacity enhancement efforts continue in tandem.

3.3B.21.2 The Paper also noted that collaborative effort to develop the Distributed Multi-Nodal CDM/ATFM concept was completed in early 2014. With the completion of concept development, strong support had been received from several ANSPs, Airport Operators and Airspace Users as well as ACI, CANSO, EU/AATIP, ICAO, IATA, IFATCA to progress to a collaborative ATFM

Operational Trial. The Collaborative ATFM Operational Trial initiative was the first of its kind in this region. It would allow for the Multi-Nodal ATFM network concept to be validated in an operational environment while providing the opportunity for stakeholders to adequately prepare themselves for a harmonised regional implementation of ATFM in the future.

3.3B.21.3 The Paper further noted that ATFM Operational Trial was planned to commence in June 2015. To facilitate wider participation from the start of the trial, a tiered participation level approach had been agreed as an efficient way for each stakeholder group.

3.3B.21.4 In conclusion the Paper reported that ATFM Operational Trial may allow developing the system for region wide adoption and eventually enabling ATFM to be implemented across different regions.

**3.3B/22 DP/3.3B/37 PERFORMANCE-BASED APPROACH TO ADVANCE SEAMLESS AIR TRAFFIC MANAGEMENT (ATM)**

3.3B.22.1 This Paper discussed a performance-based approach to advance ATM in the Asia Pacific Region. Following the endorsement of the APAC Seamless ATM Plan at APANPIRG/24, the region focused on the implementation of the defined set of regional priorities and targets. Under the regional performance framework, States/Administrations were encouraged to use the various reporting instruments for updating ATM implementation status.

3.3B.22.2 The Paper noted that going forward; there should also be emphasis on the monitoring of ATM performance levels which would enable early detection and effective mitigation of performance bottlenecks. The Paper suggested that in order to achieve independence in performance measurement and review of the ATM systems, this region could consider establishing a separate group to take on this role going forward. The group could be similar to the arrangement of the Performance Review Commission (PRC) which is supported by the Performance Review Unit (PRU) set up within EUROCONTROL.

3.3B.22.3 The Paper invited States to consider efforts to enhance the framework for improved monitoring of ATM systems' performance levels, local as well as regional, so as to be able to deliver safety and efficiency benefits for the aviation community.

**3.3B.23 DP/3.3B/38 ADS-B DATA SHARING BETWEEN INDONESIA, AUSTRALIA AND SINGAPORE**

3.3B.23.1 The Paper noted that Indonesia had installed 30 ADS-B Ground Stations and the implementation of ADS-B mutual data sharing with neighboring countries would improve safety for national/international flight services. In addition the Paper noted that ATC officers in adjacent countries could see the position of the aircraft that will enter their FIR, making it easier for ATC to control the area of their FIR boundary. This Paper presented the activities of ADS-B Data Sharing between Indonesia, Australia and Singapore and invited other neighboring countries to implement ADS-B mutual data sharing. .

**3.3B/24 DP/3.3B/41 INITIATIVE ON INFORMATION MANAGEMENT**

3.3B.24.1 The Paper noted that through the participation in the Mini-Global Demonstration project led by FAA, AEROTHAI had started the development on information management based on SWIM (System-Wide Information Management) concept and the use of standardized information exchange models (i.e., Flight Information Exchange Model (FIXM), Aeronautical Information Exchange Model (AIXM), and Weather Information Exchange Model (WXXM)).

3.3B.24.2 The Paper also noted that during the demonstration conducted in September 2014, AEROTHAI presented the use case for international flight coordination and harmonization. In particular, real-time simulated data of the flight from Bangkok to Singapore was exchanged with CAAS (Civil Aviation Authority of Singapore) using the Mini Global EMS. The data exchanged was the Flight Plan message, Departure message, Arrival message, and airborne track data (within Bangkok FIR) in FIXM format. The Paper further noted that with this achievement AEROTHAI encouraged States/Organizations to consider participating in the trial and demonstration activity to foster the international partnerships as well as the seamless information sharing in the region.

**3.3B.25 IP/3.3B/45 PROPOSAL FOR A CLARIFIED DEFINITION OF A-CDM FROM ICAO**

3.3B.25.1 The Paper noted the ICAO recommendation for the implementation of A-CDM in order to improve efficiency in airport operation and also noted that the A-CDM does not have a clear definition. The Paper proposed that ICAO should consider providing a clear definition of A-CDM.

**Discussions on Papers – 11, 34, 36 & 45:** CANSO and Australia supported the IATA Paper and commended the ANSPs in the region and noted that Sub Regional ATFM needs full support. Singapore and Hong Kong China thanked Japan for sharing their experience related to ATFM and CDM. RSO noted that the outcomes from the ATFM seminar held in October 2014 were similar to what is mentioned in ROK Paper. D/ANB noted that it was a conscious decision to allow regions to work on ATFM which resulted in ATFM being more mature now. On ACDM she informed that ICAO is bringing together a global group to harmonize the A-CDM documents.

Bangladesh noted that with joint operation with military PBN & ATFM implementation was difficult and requested for more guidance on this. ROK informed that their ATFM center will be established by 2017.

China noted that as air traffic is growing at a fast pace, it has implemented ACDM at their airports. IATA agreed to the change suggested by Australia on the action by the Conference as follows: a) 'Recognize the importance of Sub Regional ATFM for their State and the region as a whole; and...'

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**AGENDA ITEM 3.4**

**ECONOMIC DEVELOPMENT OF  
AIR TRANSPORT**

Hong Kong, China : 24 to 27 November 2014

**51<sup>st</sup> Conference of Directors General of Civil Aviation  
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**AGENDA ITEM 3.4: ECONOMIC DEVELOPMENT OF AIR TRANSPORT**

**Moderator** Mr. Graeme Harris  
Director of Civil Aviation  
Civil Aviation Authority of New Zealand

**3.4.1** 7 Discussion Papers and 2 Information Papers were received under this Agenda Item. The Discussion and Information Papers listed below were presented:

<b>REF.</b>	<b>TITLE</b>	<b>PRESENTED BY</b>
Presentation	Introduction on Air Transport Matters	ICAO
DP/3.4/1	Economic Regulation of Airports and Air Navigation Services Providers	IATA
DP/3.4/2	Promotion of the Convention for the Unification of Certain Rules for International Carriage by Air (Montreal Convention of 1999)	IATA
DP/3.4/3	Consumer Protection: The Need for a High-Level, Coordinated Approach	AAPA and IATA
DP/3.4/4	Develop the Aviation Economy, Drive the Local Economic Transformation	People's Republic of China
DP/3.4/5	Economic Regulation of International Air Transport: Thailand's Perspectives	Thailand
DP/3.4/6	Airport Governance Reform in Japan	Japan
DP/3.4/7	Economics of Airports	ACI
IP/3.4/9	Air Transport Consumer Protection (Improving the Conditions of Carriage by Air for the Benefit of Consumers)	Republic of Korea

**3.4.2 DP/3.4/1 ECONOMIC REGULATION OF AIRPORTS AND AIR NAVIGATION SERVICES PROVIDERS**

3.4.2.1 The Paper discussed the economic regulation of airports and Air Navigation Services Providers (ANSPs) in the Asia and Pacific Regions with specific focus on airports. The Paper reported on the current situation in Asia/Pacific and examined recent developments in the area of the economics of airport and air navigation services in relation to the recommendations of ICAO's Sixth Worldwide Air Transport Conference.

**3.4.3 DP/3.4/2 PROMOTION OF THE CONVENTION FOR THE UNIFICATION OF CERTAIN RULES FOR INTERNATIONAL CARRIAGE BY AIR (MONTREAL CONVENTION OF 1999)**

3.4.3.1 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.

3.4.3.2 The Paper also noted that as of today, 84 ICAO Contracting States, including a number of major aviation States in the Asia Pacific Regions had yet to ratify MC99.

3.4.3.3 The Paper recalled that the universal ratification of MC99 will mean that governments could 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 facilitates the use of electronic air way bills, universal ratification means that governments could 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. The Paper urged the States in Asia Pacific who were yet to sign, to take note of the ICAO 38<sup>th</sup> Assembly Resolution A38-20 and ratify MC99.

**3.4.4 DP/3.4/3 CONSUMER PROTECTION: THE NEED FOR A HIGH-LEVEL, COORDINATED APPROACH**

3.4.4.1 The Paper noted that in recent years, there has been a proliferation of national and regional passenger rights regimes and that the current patchwork of regulatory responses to consumer protection resulted in unintended consequences for consumers. The Paper also noted that for many common itineraries a passenger could be eligible to receive entitlements under two or even three passenger rights regimes, causing uncertainty. In addition, complying with multiple regimes created profound cost implications for the industry and that the prescriptiveness of some regimes could also lead to unintended consequences for the consumer, such as higher fares, and greater cancellations.

3.4.4.2 The Paper also reported on the IATA core principles on consumer protection which attempted to strike a balance between protecting passengers and the sustainability of the industry, and served as input into the ongoing ICAO work to develop its set of principles. The Paper invited the conference to recognize the need to bring about greater compatibility and convergence among the various passenger rights regimes that exist today, in order to reduce uncertainty and deliver a better overall travel experience for air passengers.

**3.4.5 DP/3.4/4 DEVELOP THE AVIATION ECONOMY, DRIVE THE LOCAL ECONOMIC TRANSFORMATION**

3.4.5.1 This Paper introduced the construction of the Zhengzhou Airport Integrated Experimental Economic Zone and highlighted the achievements of Henan Province of China in its development of the aerial economy, especially the Zone's contribution to the accelerated economic transition of Henan Province.

**3.4.6 DP/3.4/5 ECONOMIC REGULATION OF INTERNATIONAL AIR TRANSPORT: THAILAND'S PERSPECTIVES)**

3.4.6.1 This Paper presented Thailand's perspectives with regard to the economic regulation of international air transport following the outcomes of the Sixth Worldwide Air Transport Conference.

3.4.6.2 The Paper noted that the issues included market access liberalization where Thailand had been implementing a "Gradual Liberalization Policy" on international air transport through bilateral air services agreements, and opening the ASEAN market through multilateral agreements. The paper also noted that for air cargo services, Thailand had a more flexible regime through bilateral and ASEAN multilateral agreements and for air carrier ownership and control, Thailand had been considering the need to move towards a more liberal regime and looked forward to ICAO's work on this issue. The Paper further noted that on consumer protection,

Thailand supported and looked forward to ICAO's work on developing a set of high-level non-prescriptive core principles and on fair competition and safeguard measures, Thailand had adopted ICAO template clauses to be included in their air services agreements.

3.4.6.3 In conclusion, the Paper reported that Thailand had been gradually opening up the international air transport market to promote the connectivity and sustainable air transport as well as generally supported ICAO's recommendations and works on these economic regulatory issues.

### **3.4.7 DP/3.4/6 AIRPORT GOVERNANCE REFORM IN JAPAN**

3.4.7.1 The Paper noted that Japan was in the process of entering into the first concession agreement with private entities on the operation and management of the Sendai Airport and was also considering in having a concession agreement for all the 28 "Airports under Government Control" or a part of them. The Paper also noted that the airport management rights would be taken over by the private sector but the Japanese government will hold the title to land on which airport was built.

3.4.7.2 As a trial of the new scheme, Sendai airport was now in the process of entering the first concession agreement in government operation airport. The launch of operation is scheduled for March 2016.

3.4.7.3 The Paper in conclusion noted that the information provided in the Paper would encourage the airport governance reform in APAC Region.

### **3.4.8 DP/3.4/7 ECONOMICS OF AIRPORTS**

3.4.8.1 The Paper noted that Airports worldwide were operated as sophisticated, business-oriented service providers in a competitive environment. However, the great majority of airports worldwide do not generate sufficient revenue to cover operating costs. Many States had turned to the private sector for financing the operation of airport infrastructure. The paper also noted that airports should be permitted to retain and invest non-aeronautical revenues to finance future investments. The paper in addition noted that any action to restrict this use of revenues, or to require all commercial revenues to be used solely to reduce current user charges, could conflict with this objective and inhibit much needed investment. Any regulatory or economic oversight interventions should be kept to a minimum and the right incentives in place to encourage investments in airport infrastructure.

### **3.4.9 IP/3.4/9 AIR TRANSPORT CONSUMER PROTECTION (IMPROVING THE CONDITIONS OF CARRIAGE BY AIR FOR THE BENEFIT OF CONSUMERS)**

3.4.9.1 The Paper noted that air transport industry was leading the global economic development, connecting regions and cultures and called for the resolution of consumer protection-related issues raised in ICAO's Sixth Worldwide Air Transport Conference and the 38<sup>th</sup> Session of ICAO Assembly. The Paper also requested to focus more on consumer rights protection than on airlines' profit generation and protection. In conclusion the Paper recommended that ICAO developed standardized consumer protection guidelines.

**Remarks:** Sri Lanka thanked ICAO D/ATB for the presentation. Noting the growth of Global Air Transport and in particular Asia, Sri Lanka was pleased to host the Air Transport Regulatory Symposium later next year and also offered to host the ICAN 2017.

**SUMMATION BY MODERATOR**

DP/3.4/7 and DP/3.4/1: The Papers were considered concurrently due to the common subject material and conflicting recommendations. The Papers were presented by ACI and IATA respectively who had consulted prior to presenting the Papers. They agreed that the actions sought by the Conference in both Papers be amended to:

The Conference is invited to:

- a. Note the content of the Paper; and
- b. Noting that the appropriate degree of economic regulation of airports is a highly complex issue, refer it to the ICAO Airport Economics Panel for discussion.

The Conference accepted this amended wording for the two Papers.

DP/3.4/5: Thailand presented the Paper and the actions sought by the Conference were accepted as stated in the Paper.

DP/3.4/4: China presented the Paper and a video highlighting the establishment of Zhengzhou airport and contribution it makes to the Henan province. The actions sought by the Conference were noted as written.

DP/3.4/3: A joint Paper by IATA and AAPA presented by IATA. Recommendation a. was queried by the United States of America seeking clarification that IATA was intending that any work in support on greater convergence and compatibility be focussed through the relevant ICAO expert panel. IATA accepted and an amendment to recommendation a. to state was proposed:

- a. Recognise the need for and support greater convergence and compatibility among different consumer protection regimes be led by the ICAO's Air Transport Regulatory Panel in order to reduce confusion and deliver a better overall travel experience for air passengers.

DP/3.4/6: Paper presented by Japan and the action by the Conference accepted as written in the report.

DP/3.4/2: The Paper was presented by IATA and the action by the Conference accepted as written in the Paper.

IP/3.4/9: ROK requested to present their IP and considered by the Conference. Some States noted that recommendation b). – in seeking to have the ICAO Secretariat develop consumer protection guidelines and standardised conditions of carriage by air would effectively override decisions that had already been made by the ICAO Council on this issue. It was proposed and accepted by the conference that the wording of recommendation b). be amended to the following: “highlight the need for a consistent legal framework relating to consumer protection and support the work being led by the ICAO Council to promote compatibility of consumer protection regimes and conditions of carriage by air”.

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**AGENDA ITEM 3.5**

**AVIATION AND ENVIRONMENT**

Hong Kong, China : 24 to 27 November 2014

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**AGENDA ITEM 3.5: AVIATION AND ENVIRONMENT**

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

**3.5.1** 4 Discussion Papers and 7 Information Papers were received under this Agenda Item. Discussion Papers listed below were presented:

<b>REF.</b>	<b>TITLE</b>	<b>PRESENTED BY</b>
Presentation	Introduction on Aviation & Environment	ICAO
DP/3.5/1	Managing Aircraft Noise in Hong Kong, China	Hong Kong, China
DP/3.5/2	Airport Carbon Emissions Management	ACI
DP/3.5/7	Voluntary Measures to Address Greenhouse Gas Emissions from Aviation	Japan
DP/3.5/8	Airport Environmental Measures Taken by Japan	Japan

**3.5.2 DP/3.5/1 MANAGING AIRCRAFT NOISE IN HONG KONG, CHINA**

3.5.2.1 The Paper noted that Action Item 50/9 of DGCA/50 (July 2013, Bangkok, Thailand) called for appropriate action to be undertaken to address the concern arising from aircraft noise. The Paper also noted that Hong Kong, China had always been conscious of the impact of aircraft noise on the local communities and with reference to the balanced approach recommended by the ICAO, the Civil Aviation Department (CAD) Hong Kong had developed a series of mitigating measures to address the impact of aircraft noise- *Reduction of noise at source, Land-use planning and management, Noise abatement operational procedures and Operating restrictions.*

3.5.2.2 The Paper reported that HKCAD also monitored the noise generated by aircraft along the flight paths by a computerized Aircraft Noise and Flight Track Monitoring System which analyzed noise data and results published on the CAD's website. With the continued growth in air traffic at the Hong Kong International Airport, the CAD recognized the importance of communicating with all the relevant stakeholders to highlight its efforts in mitigating aircraft noise, and invited the Conference to share experience in monitoring aircraft noise and designing aircraft noise mitigating measures.

**3.5.3 DP/3.5/2 AIRPORT CARBON EMISSIONS MANAGEMENT**

3.5.3.1 The Paper by Airport Council International (ACI) on Airport Carbon Emission Management, described two approaches to assisting airports in reducing greenhouse gas emissions such as carbon dioxide.

3.5.3.2 The first consisted of the provision of guidance materials and training, e.g. the Airport Greenhouse Gas Emissions Management handbook and the Airport Carbon Management training course.

3.5.3.3 The second involved the provision of a simple do-it-yourself tool for the estimation of airport carbon emissions (ACERT) and, for airports which want to obtain international recognition of their achievements in carbon management, a programme to provide third-party accreditation (*Airport Carbon Accreditation*) of carbon dioxide emissions and reduction.

3.5.3.4 ACI invited the conference to note the importance of *Airport Carbon Accreditation* and ACERT as tools to assist airports in managing and reducing carbon emissions, and recommended to encourage aerodrome operators to adopt ACERT and participate in *Airport Carbon Accreditation*.

### **3.5.4 DP/3.5/7 VOLUNTARY MEASURES TO ADDRESS GREENHOUSE GAS EMISSIONS FROM AVIATION**

3.5.4.1 This Paper presented by Japan focused on the work of ICAO Committee on Aviation Environmental Protection (CAEP) in collecting and disseminating information on voluntary measures to address Greenhouse Gas (GHG) emissions from aviation.

3.5.4.2 The Paper noted that voluntary measures was a first step toward reduction/mitigation of GHG emissions, and that this database could provide a good reference to the entities who wish to launch or improve environmental activities.

3.5.4.3 The Paper encouraged stakeholders to provide ICAO with information on their voluntary measures addressing GHG emissions from aviation as well as refer to information available at ICAO website to launch or improve their environmental activities.

### **3.5.5 DP/3.5/8 AIRPORT ENVIRONMENTAL MEASURES TAKEN BY JAPAN**

3.5.5.1 The Paper noted that Japan had been tackling with the environmental load reduction at the stages of airport planning, construction and maintenance. The Paper cited the example of Naha airport construction wherein public were involved from the planning stage and ecofriendly construction methods were used at the construction site.

3.5.5.2 The Paper also noted that Japan had been promoting Eco-Airport initiatives at their major airports since the first Eco-Airport guidelines were endorsed in 2003. The Paper further noted that ASEAN- Japan Eco Airport Guidelines were endorsed in 2008 and that a follow up survey was performed to verify the implementation progress of the Eco Airport initiatives among ASEAN countries. The Paper reiterated that to elicit effects of environmental impact mitigation by Eco-Airport initiatives, it was important to create the PDCA (Plan, Do, Check and Act) cycle for the continual improvement and to share the information on effective methods, good practices from each Member State, environmental techniques deployed etc.

### **3.5.6 SUMMATION BY MODERATOR**

3.5.6.1 In this Agenda Item Hong Kong China, ACI and Japan presented Discussion Papers. ICAO Headquarter also made a presentation to introduce the aviation environment subject matter.

3.5.6.2 ICAO appraised the Conference on the main developments arising from the 38<sup>th</sup> Session of the ICAO Assembly on international aviation and climate change.

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3.5.6.3 The Conference noted the experience shared by Hong Kong China in aircraft noise monitoring and the approach adopted to address the impact of aircraft noise with reference to the balanced approach recommended by the ICAO. The Paper highlighted the use of an aircraft noise and flight track monitoring system that helps to evaluate the track keeping performance and noise impact of aircraft operating to and from the airport.

3.5.6.4 ACI introduced the two-pronged approach to assist airports in reducing greenhouse gas emission and explained the purposes, methodologies and the benefits of Airport Carbon Emissions Reporting Tool (ACERT) and Airport Carbon Accreditation.

3.5.6.5 Japan presented two Papers; the first Paper introduced the work done by Japan as the Focal Point on Voluntary Measures (FPVM) and encouraged States/stakeholders to refer to the information for launching new activities or improve existing activities. The second Paper described the airport environmental measures being taken from planning to operation stages in Japan.

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**AGENDA ITEM 3.6**

**TECHNICAL AND REGIONAL  
COOPERATION**

Hong Kong, China : 24 to 27 November 2014

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**AGENDA ITEM 3.6: TECHNICAL AND REGIONAL COOPERATION**

**Moderator** Mr. H. M. C. Nimalsiri  
Director General & Chief Executive Officer  
Sri Lanka

**3.6.1** 8 Discussion Papers and 7 Information Papers were received under this Agenda Item. The Discussion and Information Papers listed below were presented:

<b>REF.</b>	<b>TITLE</b>	<b>PRESENTED BY</b>
DP/3.6/1	Introduction to ICAO's Technical Cooperation Bureau	ICAO
DP/3.6/3	Sustaining Collaboration between the Civil Aviation and the Public Health Sector through CAPSCA	ICAO
DP/3.6/4	Connecting the Asia-Pacific ANSP: the Common Regional Virtual Private Network (VPN)	ICAO
DP/3.6/7	Implementation of Evidence-Based Training (EBT) for Flight Crew in Hong Kong, China	Hong Kong, China
DP/3.6/10	Closer Collaboration and Harmonization – Experience of Bangladesh	Bangladesh
DP/3.6/12	Regional Cooperation to Enforce Payment of Route Air Navigation Services Charges	Hong Kong, China
DP/3.6/13	Training Roadmap in Support of ICAO's Plans and Initiatives	Singapore
DP/3.6/14	Improved ICAO Support to COSCAPs for the Alignment with GASP and Regional Aviation Safety Priorities and Targets & Provision of Technical Assistance to States	ICAO
IP/3.6/15	Proposal for Agenda Items of 2015 ICAO Legal Seminar in Asia-Pacific Region	Republic of Korea

**3.6.2 DP/3.6/1 INTRODUCTION TO ICAO's TECHNICAL COOPERATION BUREAU**

3.6.2.1 The presentation highlighted the objectives, role and activities of ICAO's Technical Cooperation Bureau and the value added for States in availing TCB services.

**3.6.3 DP/3.6/3 SUSTAINING COLLABORATION BETWEEN THE CIVIL AVIATION AND THE PUBLIC HEALTH SECTOR THROUGH CAPSCA**

3.6.3.1 The Paper noted the ongoing threat from the Ebola outbreak and recent public health events such as Middle East Respiratory Syndrome (MERS) and Avian influenza A (H7N9) and the continued need to sustain efforts and collaboration between the civil aviation and the public health sector. The Paper also noted that while WHO and ICAO could provide guidance

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and coordination, appropriate public health/aviation networks should be established, tested and matured at the national and operational levels prior to the advent of a public health event.

3.6.3.2 The Paper further noted that CAPSCA had proven to be a worthy forum for assisting States to implement relevant health-related provisions and continued to successfully increase awareness amongst public health and aviation officers for cross-sectorial collaboration. The Paper mentioned that for the CAPSCA Programme to continue providing ongoing assistance and implementation support, States/Organizations/Industry were requested to contribute to ICAO's voluntary Safety Fund (SAFE) earmarked for CAPSCA. States who do not have a National Aviation Public Health Emergency Preparedness Plan in place, or requiring any other related implementation support could request for an ICAO/WHO CAPSCA Assistance Visit.

**Discussions:** Sri Lanka thanked CAPSCA for the good work and for the ICAO Assistance Visit on Public Health Preparedness and Planning. Further Sri Lanka informed the Conference of their support in hosting the 7<sup>th</sup> CAPSCA Meeting in May 2014.

Indonesia informed the Conference about their active participation in CAPSCA and implementation of their Plan for Public Health Preparedness. Reference was invited to IP/3.6/16-Closer Collaboration and Harmonization in Preventing the Spread of Communicable Disease through Air Travel

Singapore complimented ICAO on their work to deal with Public Health Emergencies and noted that CAPSCA had worked very well. Singapore reminded the Conference on the implications of SARS which impacted the aviation industry and sought voluntary funding from States/Administrations to support the work of CAPSCA. Singapore also invited the Conference to propose to ICAO to make necessary budget provisions in the next Triennium (2017-2019) for this work.

**3.6.4 DP/3.6/4 CONNECTING THE ASIA-PACIFIC ANSP: THE COMMON REGIONAL VIRTUAL PRIVATE NETWORK (VPN)**

3.6.4.1 The Paper highlighted the CRV initiative & benefits and detailed the Management Service Agreement (MSA) that was to be signed by the Administrations and ICAO. The Paper noted that the CRV (common regional virtual private network) would be established towards end 2016 to exchange all aeronautical information in APAC Region and with other ICAO Regions in compliance with necessary functional, performance, safety and security requirements.

3.6.4.2 The Paper also noted that the total estimated cost of the procurement assistance was USD109300 which would be equally shared among the participating States/Administrations.

3.6.4.3 The Paper further noted that to operate the CRV service, (a multinational service as per ICAO Doc 9673), an Oversight Operations Group (OOG) would be established to oversee the performance of the selected provider; and all parties would sign the Document of Agreement (DOA). In conclusion the Paper invited the Conference to recommend to States/Administrations to nominate a coordinator from their respective legal department to facilitate and expedite the process of signing the DOA.

**Discussions:** To a query from Hong Kong China it was clarified that the nomination of the legal expert is optional.

**3.6.5 DP/3.6/7 IMPLEMENTATION OF EVIDENCE-BASED TRAINING (EBT)  
FOR FLIGHT CREW IN HONG KONG, CHINA**

3.6.5.1 The Paper noted that the concept of Evidence-Based Training (EBT) had been developed to tailor for the traditional recurrent training programmes in order to mitigate emerging risks that flight crew may face in their operations. It aimed to develop and evaluate the identified competencies required to operate safely and effectively in a commercial air transport environment, by addressing the most relevant threats according to evidence collected.

3.6.5.2 The Paper noted that the Hong Kong Civil Aviation Department (CAD) was constantly trying to promote an effective safety operational environment and embraced the concept of EBT. In this regard, CAD had taken further steps to include such provisions in the AOC requirement document.

3.6.5.3 The Paper highlighted that the Concept of EBT would provide a reference to members in the selection and collection of competency data, setting and measurement of Knowledge, Skills and Attitude (KSA), train-to-competency (i.e. competency-based training) and standardisation of training standards.

3.6.5.4 The Paper in conclusion noted that while different countries and operators may have different mandatory requirements and safety cultures, operators should communicate closely with their Civil Aviation Authorities to arrive at a common understanding in order to achieve a successful EBT implementation.

**Discussions:** IATA thanked Hong Kong China for the Paper and implementation of enhanced EBT programme as mentioned in ICAO Doc 9995. IATA also informed the Conference on the ICAO/IATA/IFALPA joint publication on Training versus Competencies, which would be made available on their web site.

**3.6.6 DP/3.6/10 CLOSER COLLABORATION AND HARMONIZATION –  
EXPERIENCE OF BANGLADESH**

3.6.6.1 The Paper noted that the South Asian region had tremendous potential for growth at 6% + of GDP and this could be sustained through closer collaboration among the contracting States in the field of civil aviation. The Paper also noted that COSCAP SA established in 1998 with an endeavor to bring South Asian countries together for the harmonization of standards. The Paper suggested that closer collaboration and harmonization would work better as a common goal to be achieved by a group of countries.

3.6.6.2 In conclusion the Paper suggested for the reorganization of the COSCAP SA to address the requirement of the region, legal status for South Asian Regional Initiatives (SARI) programme and greater role for ICAO APAC Regional Office in harmonizing standards.

**Discussions:** To the proposal for giving legal basis for SARI programme of COSCAP SA the Secretariat clarified that due recognition would be given for the program. D/ANB requested Bangladesh to forward a request to ICAO to be sent to EASA for early completion of the SARI programme.

On the proposal to reorganize the COSCAP SA, D/ANB noted that there is a proposal to relocate COSCAP CTA to Bangkok Office and the new CTA will be supported by the RO and requested States to consider the proposal.

**3.6.7 DP/3.6/12 REGIONAL COOPERATION TO ENFORCE PAYMENT OF  
ROUTE AIR NAVIGATION SERVICES CHARGES**

3.6.7.1 This Paper noted the problem of collecting enroute air navigation services charges for overflights over the high seas and proposed that a mechanism be set up amongst States in the Region so that prompt actions could be taken on defaulting aircraft operators.

**Discussions:** ICAO informed that it will facilitate sharing experience and best practices from all parts of the world and will support any initiatives/mechanism proposed by the stakeholders.

India noted that this is a common problem and suggested that an easy way is to collect through IATA. Mechanism proposed by Hong Kong China is good but would not recommend reducing ATC service in the interest of safety.

Indonesia informed that they face this challenge mainly with charter flights and echoed India's views on reducing ATC services. Pakistan informed that they opt for temporary suspension of permissions for operations to support the collection of dues. Thailand supported the mechanism proposed by Hong Kong China.

**3.6.8 DP/3.6/13 TRAINING ROADMAP IN SUPPORT OF ICAO'S PLANS AND  
INITIATIVES**

3.6.8.1 This Paper proposed the development of a training roadmap for States and aviation stakeholders in the Asia Pacific Region, in support of ICAO's plans and initiatives. This training roadmap would provide a comprehensive and systematic approach to addressing the region's training needs.

**Discussions:** United States of America congratulated Singapore for the Paper. D/ANB thanked Singapore for the Paper and supported the regional concept while noting the challenges of working together. On Nepal's query she commented that encouraging training institutes to issue Licences is not a feasible option at present.

Sri Lanka suggested that training institutes could validate the training course provided by the country.

**3.6.9 DP/3.6/14 IMPROVED ICAO SUPPORT TO COSCAPS FOR THE  
ALIGNMENT WITH GASP AND REGIONAL AVIATION  
SAFETY PRIORITIES AND TARGETS & PROVISION OF  
TECHNICAL ASSISTANCE TO STATES**

3.6.9.1 The Paper noted the measures taken internally within the ICAO Secretariat to enable a better achievement of the objectives of the COSCAP programmes including alignment with the GASP and regional aviation safety priorities and targets in accordance with ICAO Assembly Resolutions A38-2 and A38-5. The Paper also noted that the ICAO Secretariat had improved its working arrangements for the management and implementation of regional technical cooperation projects. ICAO ROs and COSCAPs were aligning implementation work plans based on the GASP and regional aviation safety priorities and targets and to coordinate and collaborate on meetings, training activities and assistance missions to States. The Paper invited the Conference to take note of the improvements and to request ICAO to amend the COSCAP programme documents (PRODOC), including Chief Technical Advisor Job Descriptions (CTA JD), and harmonize the Institutional Framework and Administrative Procedures Manuals (IFAPM) to reflect the updated ICAO Secretariat roles, responsibilities and working arrangements.

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**Discussions:** Malaysia supported the Paper. COSCAPs were responsible to ICAO ROs and suggested the need for the RO to review the mission reports of COSCAPs.

Sri Lanka supported Malaysia's view emphasizing that the RO plays a major role as COSCAPs are accountable to ROs. Bangladesh also supported the recommended action as the objective was to harmonize the utilization of the CTAs.

China CAAC and ROK–has no objection but requested the revised PRODOCs, CTA JDs and IFAPMs to be presented to the COSCAP-NA Steering Committee.

The Moderator commented that the Paper is noted by the Conference and COSCAP Steering Committee should be informed of the improvements and updates. Recognizing the ongoing improvements to COSCAPs for increased and better technical assistance provided to States for raising aviation safety, through the enhanced support from ICAO, alignment with regional aviation safety priorities and targets for regional implementation of the GASP, and collaboration between the Regional Offices, COSCAPs, PASO and States under the RASG framework, the Conference requested ICAO to accordingly amend the COSCAP Programme documents, Chief Technical Advisor/Project Coordinator job descriptions, and the Institutional Framework and Administrative Procedures Manuals (IFAPM) which will be presented to the next Steering Committee meeting in each COSCAP. This has already been progressed for COSCAP-SA but is also required for COSCAP-NA and COSCAP-SEA.

D/ANB noted the following to support the decision taken:

- 1) COSCAP is an ICAO mechanism funded by States;
- 2) CTAs are ICAO employees;
- 3) Sharing of information within ICAO facilitate the provision of enhanced technical assistance to States to improves safety, by COSCAPs and ROs alike.

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## **AGENDA ITEM 3.7**

### **OTHER BUSINESS**

- A: Theme Topic for the forthcoming Conference of DGCAAs**
- B: Endorsement of Action Items arising from the present Conference**
- C: Any Other Matters**

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**AGENDA ITEM 3.7: OTHER BUSINESS**

**Moderator** Mr. Joseph Niel  
Director General  
Civil Aviation Authority of Vanuatu

**3.7.1** 5 Discussion Papers listed below were received and presented under this Agenda Item.

<b>REF.</b>	<b>TITLE</b>	<b>PRESENTED BY</b>
DP/3.7a/2	Proposal on the Theme Topic for the 52 <sup>nd</sup> Conference of Directors General of Civil Aviation, Asia and Pacific Regions	Philippines
DP/3.7b/1	List of Action Items Arising from the 51 <sup>st</sup> Conference	ICAO
DP/3.7c/1	Schedule of Meetings/Seminars/Workshops to be Convened in 2015 by the ICAO Asia and Pacific Office	ICAO
DP/3.7c/2	Schedule of Conferences of DGCA's in the Foreseeable Future	ICAO
DP/3.7c/3	Agenda Composition for Future DGCA Conferences	ICAO

**3.7.2 DP/3.7a/2 PROPOSAL ON THE THEME TOPIC FOR THE 52<sup>ND</sup> CONFERENCE OF DIRECTORS GENERAL OF CIVIL AVIATION, ASIA AND PACIFIC REGIONS**

3.7.2.1 Civil Aviation Authority of Philippines presented the Paper proposing the Theme Topic “**Evolving the New Generation Aviation Professionals towards a Harmonized, Safe, Secure and Green Asia Pacific Sky**”. The Paper noted that the aviation industry was forecasted to grow rapidly and reiterated the requirement to establish an education and training framework that would create a generation of well trained and technically competent aviation professionals. The Paper valued the importance of human capital building, technological advancement and standardization and policy harmonization.

**3.7.3 DISCUSSIONS ON THE PAPER PRESENTED**

3.7.3.1 ICAO Secretary General congratulated Philippines for proposing the Theme Topic which was noted as timely and apt for the 52<sup>nd</sup> DGCA Conference.

3.7.3.2 Sri Lanka endorsed the Theme Topic proposed by CAAP. Hong Kong China supported the Theme Topic for the 52<sup>nd</sup> DGCA Conference which was in line with the Hong Kong Statement.

3.7.3.3 The Theme Topic agreed upon was “**Evolving the New Generation Aviation Professionals towards a Harmonized, Safe, Secure and Green Asia Pacific Sky**”.

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**3.7.4 DP/3.7b/1 LIST OF ACTION ITEMS ARISING FROM THE 51<sup>st</sup> DGCA CONFERENCE**

3.7.4.1 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 29 Action Items. The *List of Action Items* is attached at **Appendix A** to this Report.

**3.7.5 DP/3.7c/1 SCHEDULE OF MEETINGS/SEMINARS/WORKSHOPS TO BE CONVENED IN 2015 BY THE ICAO ASIA AND PACIFIC OFFICE**

3.7.5.1 The ICAO Secretariat presented a tentative schedule of meetings, seminars and workshops planned to be convened in 2015 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 2015, as necessary.

**Discussions:** C/RSO noted the following RSO events in 2015:

- 1) North Asia Regional ATFM Harmonization Group (NARAHG/2),  
4-16 January 2015, Fukuoka, Japan
- 2) Major Traffic Flow Review Group (MTFRG/1),  
9-20 Jan 2015, Kuala Lumpur, Malaysia
- 3) Route Development Workshop: Bangladesh, India, Myanmar, Thailand,  
3-5 February 2015, RSO, Beijing
- 4) PBNICG/1, 10-12 March 2015, RSO, Beijing

**3.7.6 DP/3.7c/2 SCHEDULE OF CONFERENCES OF DGCA's IN THE FORESEEABLE FUTURE**

3.7.6.1 The Conference noted with thanks confirmation from States to host the next three years Conference as below:

52<sup>nd</sup> Conference in Philippines 2015

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

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

**3.7.7 DP/3.7c/3 AGENDA COMPOSITION FOR FUTURE DGCA CONFERENCES**

3.7.7.1 The Conference agreed to the proposed agenda for future DGCA Conferences as shown below:

**PROVISIONAL AGENDA**

Agenda Item 1	Regional Aviation Safety Group Meeting
Agenda Item 2	Regional Aviation Security Coordination Forum

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Agenda Item 3	DGCA Conference:–
Agenda Item 3.1:	Theme Topic
Agenda Item 3.2:	Review of Action Items arising from the previous Conference
Agenda Item 3.3 A:	Emerging Issues in Aviation
Agenda item 3.3 B:	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

**Discussions:** ICAO Secretariat proposed that in future, technical Papers on flight safety matters and Air Navigation issues should be presented at RASG and APANPIRG Meetings respectively. High Level Policy issues which need to be brought to the attention of DGCA's should only be presented at the DGCA Conference. The Conference supported this proposal.

The ICAO Secretariat also proposed that future DGCA Conference should be 5 Day event and the 6<sup>th</sup> Day reserved for cultural visit. RASG and RASCF Meetings would run concurrently on Day 1 and Day 2. The DGCA Conference will start on Day 3 and continue until Day 5. The RASG and RASCF Reports will be presented to the DGCA Conference on Day 3. DGCA CAA Philippines agreed to the revised agenda proposed by ICAO.

### **3.7.8 Endorsement of RASG-APAC/4 Report – Agenda Item 1**

3.7.8.1 Mr. H. M. C. Nimalsiri, Director General CAA of Sri Lanka, the Chair of the Regional Aviation Safety Group – Asia Pacific (RASG-APAC) presented the summary of the 4th meeting of the RASG-APAC held in Hong Kong, China on 20 to 21 November 2014. The Chair informed the conference that 31 working papers and 11 information papers were considered by the meeting and the RASG-APAC/4 endorsed the Asia/Pacific region priorities and targets and approved the APAC Annual Safety Report 2014. He further invited the conference to endorse the report. The conference took note of the actions presented in the report. The summary of the RASG-APAC/4 report is in Appendix D.

### **3.7.9 Endorsement of RASCF-APAC/2 Report – Agenda Item 2**

3.7.9.1 Mr. Hugo Porter, Director Aviation Security of CAA New Zealand, the Chair of the Regional Aviation Security Coordination Forum (RASCF) presented the summary of the discussions at the Second meeting of the RASCF which was held in Hong Kong, China on 20 to

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21 November 2014. The Chair further informed the conference that the RASCF/2 meeting had adopted the Report and invited the conference to endorse the Report. The Conference took note of the actions presented in the summary of the RASCF/2 and endorsed the report. The summary of the RASCF/2 report is in Appendix E.

**Remarks by Deputy Administrator of CAAC:**

The Deputy Administrator of CAA China made a proposal to form a Task Force which would examine the feasibility for setting up the High Level Aviation Commission in APAC Region. CAAC acknowledged that India, New Zealand and Indonesia supported the proposal.

ICAO Secretary General noted that the statement made by Deputy Administrator CAAC was very important and welcomed the proposal made by CAAC. He acknowledged assistance for the setting up of the Task Force.

Australia acknowledged that it will work in the Task force.

Hong Kong China and Macao China confirmed their participation in the Task Force.

**Remarks by D/ANB on Lithium Batteries:**

D/ANB informed the Conference that a meeting was being convened at the ICAO APAC RO by June 2015 to which all authorities involved in aspects of lithium battery manufacture and transport would be invited and sought the support of the DGCAs in identifying the manufacturers in their respective countries.

**SUMMATION BY THE MODERATOR**

**DP/3.7a/2**

The Theme Topic agreed by the Conference for the 52<sup>nd</sup> Conference of DGCAs Asia and Pacific Regions was **“Evolving the New Generation Aviation Professionals towards a Harmonized, Safe, Secure and Green Asia Pacific Sky”**.

**DP/3.7b/1**

The Conference identified 29 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/3.7c/1**

The Conference noted the tentative schedule of meetings, seminars and workshops to be convened in the year 2015 by ICAO APAC Regional Office.

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## **CLOSING REMARKS**

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**CLOSING CEREMONY**

1. The ICAO Secretary General thanked the Directors General/CEOs, the partners from the industry and International Organizations for their support in making the 51<sup>st</sup> DGCA Conference successful. The ICAO Secretary General also thanked Hong Kong, China for hosting the 51<sup>st</sup> DGCA Conference, for their hospitality and excellent arrangements for the delegates and spouses.
2. Mr. Norman Lo, DG, Hong Kong CAD thanked Mr. Aliu and Mr. Benjamin for their gracious presence. He also expressed gratitude to Moderators and Director Generals for their participation.
3. The 51<sup>st</sup> Conference of Directors General of Civil Aviation Asia Pacific Regions was closed at 1300 hours on 27 November 2014.

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# **APPENDICES**

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**APPENDIX A**

**LIST OF ACTION ITEMS**

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**LIST OF ACTION ITEMS ARISING FROM THE 51<sup>st</sup> CONFERENCE**

<b>Discussion Paper No.</b>	<b>Action Item</b>	<b>Agenda Item 3.1 - Theme Topic</b>
DP/3.1/5	Action item 51/1	The Conference noted that the High Level Safety Conference scheduled to be held in February 2015 would bring together the Directors General of Civil Aviation and strategic decision-makers to build consensus, obtain commitments and formulate recommendations deemed necessary for the effective and efficient progress of key aviation safety activities and encouraged member States in the Asia and Pacific Regions to actively participate in the Conference, to have their voices heard and ensure that the objectives of this important decision-making event was achieved.
		<b>Agenda Item 3.3 A: Emerging Issues in Aviation</b>
DP/3.3A/1/4	Action Item 51/2	Noting the progress made in the development of a high-level Concept of Operations for the Global Aeronautical Distress and Safety System (GADSS), the Conference a) urged States and Administrations to contribute to the concerted efforts to improve aircraft tracking and search and rescue; b) requested ICAO to continue its work on developing solutions to improve aircraft tracking and search and rescue.
DP/3.3A/3	Action Item 51/3	Recognizing that States have the responsibility to ensure the safety of civil aviation operations in their sovereign and delegated airspace, and airspace users have the ultimate responsibility to decide where they are able to operate safely, the Conference: a) urged States to contribute to the concerted efforts to enhance the sharing of information to mitigate the risks associated with operations over or near conflict zones; b) requested ICAO to continue its work to develop solutions to enhance the sharing of information to mitigate the risks associated with operations over or near conflict zones.
<b>Discussion Paper No.</b>	<b>Action Item</b>	<b>Agenda Item 3.3 B: Regulatory Oversight, Capacity and Air Navigation Planning and Implementation</b>
DP/3.3B/1	Action Item 51/4	Noting the important role played by APANPIRG, the Conference urged States and Administrations to continue their support for APANPIRG and its activities.

<b>Discussion Paper No.</b>	<b>Action Item</b>	<b>Agenda Item 3.3 B: Regulatory Oversight, Capacity and Air Navigation Planning and Implementation (cont'd)</b>
DP/3.3B/2	Action Item 51/5	Recognizing the significant growth of air traffic, the Conference urged relevant States and Administrations to participate in and support the work of Major Traffic Flow (MTF) Review Group, and support the ICAO RSO's coordinator role in the MTF Review Group.
DP/3.3B/3 & 38	Action Item 51/6	Noting the benefits of ADS-B data sharing, the Conference urged States and Administrations to share their experiences, best practices and guidance on ADS-B data sharing, and support the ICAO RSO's development, operation and maintenance of the APRD (ADS-B Avionics Problem Report Database).
DP/3.3B/4	Action Item 51/7	The Conference encouraged States/Administrations to avail themselves of the CANSO ASBU guidance document and the opportunity to participate in future CANSO ASBU implementation courses.
DP/3.3B/5	Action Item 51/8	The Conference encouraged States/Administrations and ANSPs to avail themselves of the CANSO Cyber Security and Risk Assessment Guide on the CANSO website.
DP/3.3B/6	Action Item 51/9	Recognizing the importance of human factors in ATM, the Conference encouraged States and Administrations to provide and offer training programmes on human factors in ATM.
DP/3.3B/7	Action Item 51/10	Recognizing the importance of dealing with issues encountered by States and Administrations with respect to obstacle penetrations of the Visual Segment Surfaces (VSS), the Conference requested ICAO to give priority to addressing Visual Segment Surface (VSS) issues, including further developing guidance materials.
DP/3.3B/11, 34, 36 & 45	Action Item 51/11	<p>Recognizing the importance of ATFM to support the growing air traffic in the region, the Conference</p> <p>a) urged States and Administrations to support the implementation of ATFM in the region and closer collaboration and harmonization to operationalize a regional ATFM solution;</p> <p>b) urged States to support the ATFM Operational Trial in developing a regional ATFM solution</p> <p>c) Requested ICAO to review the definition of and framework for A-CDM.</p>

<b>Discussion Paper No.</b>	<b>Action Item</b>	<b>Agenda Item 3.3 B: Regulatory Oversight, Capacity and Air Navigation Planning and Implementation (cont'd)</b>
DP/ 3.3B/12	Action Item 51/12	Recognizing the importance of English language proficiency of air traffic controllers, the Conference encouraged States and Administrations to exchange experiences on the implementation of English language proficiency for air traffic controllers towards a regional plan for English language proficiency of air traffic controllers.
DP/3.3B/14	Action Item 51/13	Noting the low responsiveness of States to APANPIRG activities, the Conference a) encouraged States and Administrations to provide the necessary resources and ensure continuity of participation by their experts at APANPIRG meetings and b) requested APANPIRG to establish a mechanism for planning regional cooperation activities in particular for the implementation of ASBU Block 1 in the region.
DP/3.3B/37	Action item 51/14	Following the endorsement of the APAC Seamless ATM Plan at APANPIRG/24, the Conference urged States and Administrations to report the progress of their implementation of the Seamless ATM Plan using the available reporting forms.
DP/3.3B/32	Action Item 51/15	The Conference urged States and Administrations to implement PBN in a planned manner taking into account the circumstances, including utilizing RAIM prediction as necessary.
DP/3.3B/33	Action Item 51/16	The Conference urged States and Administrations to develop contingency plans for major disasters, including contributing to the development of contingency plans at the regional level.
DP/3.3B/41	Action Item 51/17	The Conference urged States and Administrations to consider participating in trial and demonstration activities such as the Mini Global Demonstration to foster collaboration on information management.
DP/3.3B/25	Action Item 51/18	The Conference encouraged States/Administrations to share experiences on regulating Remotely Piloted Aircraft Systems (RPAS).
DP/3.3B/30	Action Item 51/19	The Conference requested ICAO to develop guidance materials on the organization of civil aviation authorities with respect to safety oversight, including issues related to inspectors in the various areas and facilitate a high level meeting for the South Asia Region.
DP/3.3B/24	Action Item 51/20	Recognizing the importance of collaboration among States/Administrations in pursuing route structure review to achieve Seamless ATM Operations, the Conference requested ICAO RSO to support States/Administrations on these efforts.

<b>Discussion Paper No.</b>	<b>Action Item</b>	<b>Agenda Item 3.4: Economic Development of Air Transport</b>
DP/3.4/1& 7	Action Item 51/21	Noting that the appropriate degree of economic regulation of airports is a complex issue, the Conference invited the expedition of the recommendations of ICAO Airport Economics Panel.
DP/3.4/3	Action Item 51/22	Recognizing the need for greater convergence and compatibility among different consumer protection regimes the Conference agreed that this be dealt by the ICAO Air Transport Regulatory Panel in order to reduce inconsistencies and deliver a better overall travel experience for air passengers.
<b>Agenda Item 3.5: Aviation and Environment</b>		
DP/3.5/2	Action Item 51/23	Noting the benefits and importance of <i>Airport Carbon Accreditation</i> and ACERT as tools to assist airports in managing and reducing carbon emissions the Conference urged States to encourage their airport operators to adopt ACERT and participate in <i>Airport Carbon Accreditation</i> .
DP/3.5/7	Action Item 51/24	The Conference encouraged Stake Holders in their States to refer to the information available at ICAO web site and to launch such activities or to improve their activities as appropriate.
<b>Agenda Item 3.6: Technical and Regional Cooperation</b>		
DP/3.6/3	Action Item 51/25	<p>Recognizing the ongoing threat from the Ebola outbreak and other public health events, the Conference:</p> <ul style="list-style-type: none"> <li>(i) encouraged States/Administrations to: <ul style="list-style-type: none"> <li>a) join CAPSCA AP project;</li> <li>b) make voluntary contributions to ICAO SAFE Fund earmarked for CAPSCA;</li> <li>c) submit requests to ICAO for a joint ICAO/WHO CAPSCA Assistance Visit;</li> <li>d) utilize expertise in the medical department of their regulatory authority to assist in the development of procedures that facilitate improved public health event management and response in the aviation sector; and</li> </ul> </li> <li>(ii) urged ICAO to consider allocating regular programme funding for the CAPSCA programme in the next triennium budget.</li> </ul>

<b>Discussion Paper No.</b>	<b>Action Item</b>	<b>Agenda Item 3.6: Technical and Regional Cooperation (cont'd)</b>
DP/3.6/4	Action Item 51/26	The Conference, urged States/Administrations/Entities to include in addition to the subject matter expert, a focal point from their legal department as necessary, to attend the APANPIRG CRV Task Force meetings.
DP/3.6/12	Action Item 51/27	The Conference urged States in the APAC Regions to follow the ICAO policies and guidance dealing with air navigation service charges (contained in Doc 9082), and invited ICAO through the Air Navigation Services Economic Panel (ANSEP) to facilitate the setting up of a mechanism for sharing information and best practices in this regard, and to continue to identify (Doc 9161, paras 5.244 to 5.248, refers) practical operational measures to deal with problems such as air carriers defaulting payment of service charges”.
DP/3.6/13	Action Item 51/28	Noting the support for the development of a training roadmap for States and aviation stakeholders in the Asia Pacific region, the Conference encouraged States and Administrations to contribute to the development of this regional training roadmap
DP/3.6/14	Action Item 51/29	The Conference requested ICAO to amend the COSCAP programme documents, Chief Technical Advisor/Project Coordinator job descriptions, and the Institutional Framework and Administrative Procedures Manuals (IFAPM) which will be presented to the next Steering Committee meeting in each COSCAP.

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**APPENDIX B**

**LIST OF PARTICIPANTS**

Hong Kong, China : 24 to 27 November 2014

**LIST OF PARTICIPANTS**

<b>AUSTRALIA</b>	
1	Mr. Terry Farquharson Acting Director of Aviation Safety Civil Aviation Safety Authority
2	Mr. Peter Cromarty Executive Manager, Airspace and Aerodromes Regulation Division (AARD) Civil Aviation Safety Authority
3	Mr. John McCormick Australia's Candidate for ICAO Secretary General Department of Infrastructure and Regional Development
4	Mr. Jim Wolfe General Manager, Air Traffic Policy Department of Infrastructure and Regional Development
5	Ms. Jennifer Birdsall A/International Program Policy Manager Airservices Australia
<b>BANGLADESH</b>	
6	Mr. M Sanaul Huq Chairman Civil Aviation Authority, Bangladesh
7	Mr. S M Nazmul Anam Director, Flight Safety & Regulation Civil Aviation Authority, Bangladesh
8	Mr. Mohammad Abul Kalam Azad Deputy Director (SATO) Civil Aviation Authority, Bangladesh
9	Mr. Prasanta Kumar Chakraborty Deputy Director & Project Manager-AOC Civil Aviation Authority, Bangladesh
10	Ms. Quazi Fozia Naher Admin Officer, Flight Safety & Regulation Civil Aviation Authority, Bangladesh
11	Mr. ATM Nashir Miah Deputy Secretary Ministry of Civil Aviation & Tourism, Govt. of Bangladesh

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12	Mr. S M Golam Rabbani Junior Air Transport Consultant Civil Aviation Authority, Bangladesh
13	Mr. M Shahidur Rahman Senior Security Consultant Civil Aviation Authority
<b>BHUTAN</b>	
14	Mr. Wangdi Gyaltsen Director Department of Civil Aviation
15	Mr. Sangay Wangdi Dy. Chief of Aerodrome Department of Civil Aviation
16	Mr. Karma Wangchuk Joint Director / Deputy DG Department of Civil Aviation
17	Mr. Pema Tashi Superintendent Air Navigation Services Civil Aviation Department
18	Mr. Tandin Jamso CEO Drukair: Royal Bhutan Airlines
19	Mr. Phala Dorji Chief Executive Officer Tashi Air Pvt. Ltd- Bhutan Airlines
20	Mr. Tshenchok Thinlay Executive Director Tashi Air Pvt. Ltd- Bhutan Airlines
<b>CAMBODIA</b>	
21	Mr. Havannall Mao Secretary of State State Secretariat of Civil Aviation
22	Mr. Sivorn Chhun Director of Standards and Air Navigation Safety State Secretariat of Civil Aviation
23	Capt. Sam Ol Mak Director of Security/Safety Oversight State Secretariat of Civil Aviation
24	Mr. Kunakor Sarin Director of International and Legal Affairs State Secretariat of Civil Aviation

<b>CANADA</b>	
25	Mr. Martin Eley Director General, Civil Aviation Transport Canada
26	Mr. Endy, Choi Kuen Chung Trade Commissioner Consulate General of Canada in Hong Kong and Macao
27	Ms. Nancy Lynn McDonald Senior Trade Commissioner Consulate General of Canada in Hong Kong and Macao
<b>CHINA</b>	
28	Mr. Laizhen ZHOU Deputy Administrator of CAAC Civil Aviation Administration of China(CAAC)
29	Mr. Jun Fang Deputy Director CAAC
30	Mr. Jun Han Director General Department of International Affairs Civil Aviation Administration of China (CAAC)
31	Mr. Zhenjiang Hu Deputy Director Department of Flight Standard Civil Aviation Administration of China (CAAC)
32	Dr. Shengzhen Kang Deputy Director of Henan Civil Aviation Development and Construction Office Civil Aviation Administration of China
33	Ms. Bei Li Chief Staff Civil Aviation Administration of China
34	Mr. Li Li Inspector CAAC
35	Mr. Ya Wei Liu Assistant of Deputy Administrator Civil Aviation Administration of China(CAAC)
36	Mr. Xinming Lv Director CAAC
37	Mr. Bing Ma Assistant Director General, Air Traffic Management Bureau, Civil Aviation Administration of China

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38	Mr. Zhigang Ma Director CAAC
39	Ms. Xiaohui Meng Civil Aviation Administration of China
40	Mr. Gang Qi Deputy Director CAAC
41	Mr. Binbin Shi Civil Aviation Administration of China
42	Mr. Songjie Sun Assistant of Deputy Administrator Civil Aviation Administration of China(CAAC)
43	Ms. Jingling Wang Deputy Director General Department of Airworthiness Civil Aviation Administration of China(CAAC)
44	Ms. Yaling Xie Civil Aviation Administration of China
45	Ms. Jiru YANG Division Director, Department of International Affairs Civil Aviation Administration of China(CAAC)
46	Ms. Wei YANG Senior Official, Department of International Affairs Civil Aviation Administration of China(CAAC)
47	Ms. Ruiqin ZHANG Deputy Director General, Office of Air Traffic Management Civil Aviation Administration of China(CAAC)
48	Ms. FengLian ZHU Division Deputy Director, Department of International Affairs China Academy of Civil Aviation Science and Technology(CASTC)
<b>HONG KONG, CHINA</b>	
49	Mr. Norman Lo Director-General of Civil Aviation Civil Aviation Department
50	Mr. Simon Li Acting Deputy Director-General of Civil Aviation Civil Aviation Department

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51	Ms. Priscilla Lam Assistant Director-General of Civil Aviation (Airport Standards) Civil Aviation Department
52	Capt. Victor Liu Assistant Director-General of Civil Aviation (Air Services and Safety Management) Civil Aviation Department
53	Mr. Manuel Sum Assistant Director-General of Civil Aviation (Air Traffic Management) Civil Aviation Department
54	Mr. Y P Tsang Assistant Director-General of Civil Aviation (Flight Standards) Civil Aviation Department
55	Mr. Raymond Li Assistant Director-General of Civil Aviation (Air Traffic Engineering Services) Civil Aviation Department
56	Mr. Chun Kwong Wong Chief Treasury Accountant Civil Aviation Department
57	Mr. Gabriel Cheng Chief (Technical & Development) Civil Aviation Department
58	Mr. S T Cheung Chief Operations Officer (Security) Civil Aviation Department
59	Mr. H K Chung Chief (Training & Safety) Civil Aviation Department
60	Mr. Lucius Fan Chief, Air Traffic Management Standards Civil Aviation Department
61	Capt. Samson Lau Chief, Flight Standards Civil Aviation Department
62	Mr. K C Man Chief, Airworthiness Standards Civil Aviation Department

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63	Mr. Carl Modder Chief (Operations & Personnel) Civil Aviation Department
64	Mr. Raymond Ng Chief Safety Officer (Airport & Safety Regulation) Civil Aviation Department
65	Mr. Alan Shum Chief Operations Officer (Air Services) Civil Aviation Department
66	Miss Clara Wong Chief Operations Officer (Technical Administration) Civil Aviation Department
67	Mr. Richard Wu Chief Electronics Engineer (Projects) Civil Aviation Department
68	Mr. M H Hui Acting Chief Electronics Engineer (Technical Support) Civil Aviation Department
69	Ms. Noel Ng Assistant Secretary for Transport and Housing (Transport) 9A Transport and Housing Bureau
70	Mr. Thomas Fok Senior Electronics Engineer (Technical Support) <sup>2</sup> Civil Aviation Department
71	Mr. Jeffrey Law Senior Operations Officer (Special Duties) Civil Aviation Department
72	Mr. Ben Wong Senior Safety & Quality Officer (En-route) Civil Aviation Department
<b>MACAO, CHINA</b>	
73	Mr. Weng Hong Chan President Civil Aviation Authority
74	Mr. Weiguo Chen Air Transport Officer Civil Aviation Authority

75	Ms. Melinda Ho Safety Officer (Aerodrome Infrastructure), Airport Infrastructure & Air Navigation Civil Aviation Authority
76	Mr. Daniel Huen Assistant Safety Officer (Flight Standards) Flight Standards & Licensing Civil Aviation Authority
77	Mr. Veng Chon Ip Assistant Safety Officer (AIS), Airport Infrastructure & Air Navigation Civil Aviation Authority
78	Mr. Chan Weng Lai Department Head (Airworthiness) Flight Standards & Licensing Civil Aviation Authority
79	Mr. Tat Ming Lam Senior Safety Officer (AIS/CNS), Airport Infrastructure & Air Navigation Civil Aviation Authority
80	Mr. Sio Cheong Leong Safety Officer (Airworthiness), Flight Standards & Licensing Civil Aviation Authority
81	Mr. Rosario Fong Livio Assistant Safety Officer (Security), Airport Infrastructure & Air Navigation Civil Aviation Authority
82	Mr. Veng Tong Lo Senior Safety Officer (CNS), Airport Infrastructure & Air Navigation Civil Aviation Authority
83	Mr. Sio Kuong Pun Safety Officer, Airport Infrastructure & Air Navigation Civil Aviation Authority
84	Mr Wa Kin Pun Acting Director, Flight Standards & Licensing Civil Aviation Authority
85	Mr. Chi Man Sin Safety Officer, Accident Prevention & Investigation Civil Aviation Authority

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86	Mr. Lok Nei Tong Safety Officer (Flight Standards) Flight Standards & Licensing Civil Aviation Authority
<b>FIJI ISLANDS</b>	
87	Mr. Netava Waqa Chief Executive CAA Fiji
<b>FRANCE</b>	
88	Mr. Patrick Mouysset DGCA French Polynesia DGAC France
89	Ms. Emanuela Gellini Manager International Cooperation for Asia /Pacific Region Direction Générale de l'Aviation Civile (DGAC)
90	Mr. Philippe Lambert Director Cooperation South Asia - Department of International Cooperation DGAC - French CAA
91	Nicolas Lochanski Head of Air Navigation Services Civil Aviation Authority French Polynesia
<b>INDIA</b>	
92	Mr. Vijay Kumar Mishra Joint General Manager (ATM) Airports Authority of India
<b>INDONESIA</b>	
93	Mr. Bambang Tjahjono Acting Director General Directorate General Of Civil Aviation/Dgca Indonesia
94	Mr. Novie Rianto Rahardjo Deputy Director of Standardisation and Certification of Air Navigation Directorate General of Civil of Aviation Indonesia
95	Mr. Zainul Arifin Deputy Director of Aviation Security Facilities and Dangerous Goods Directorate General of Civil of Aviation Indonesia

96	Mr. Badarmanio Droj Deputy Assistant Coordinating Ministry for Political Justice and Security
97	Mr. Muzaffar Ismail Director of Airworthiness And Aircraft Operation Directorate General of Civil Aviation/DGCA Indonesia
98	Dr. Intan Mariska Doctor of Aviation Medical Center DGCA Indonesia Directorate General of Civil Aviation/DGCA Indonesia
99	Mr. Hemi Pamurahardjo Deputy Director of Commercial Scheduled Air Transport Directorate General of Civil of Aviation Indonesia
100	Mr. Budi Prasetyo Vice Director of Airport Directorate Generak of Civil Aviation
101	Ms. Yennesi Rosita Chief of Public Relation And International Affairs Directorate General of Civil Aviation/DGCA Indonesia
102	Ms. Muldian Sari Senior Staff of Legal And Public Relation Division Directorate General of Civil Aviation/DGCA Indonesia
103	Mr. M. Nasir Usman Director of Air Navigation Directorate General of Civil Aviation/DGCA Indonesia
104	Ms. Brigita Primastuti Widyarini Airport Inspector Directorate General of Civil Aviation/DGCA Indonesia
105	Ms. Ary Winarni Head Of Section in Airport Management And Cooperation Directorate Generak Of Civil Aviation
<b>JAPAN</b>	
106	Mr. Hitoshi Ishizaki Director-General, Air Navigation Services Department JCAB
107	Mr. Mahiro Kosaka International Cooperation Section Japan Transport Safety Board
108	Mr. Yoshikazu Kuki Director for Overseas Promotion and Coordination International Policy Planning Office, Aviation Strategy Division JCAB

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109	Mr. Masaaki Ota Chief ATM Information Officer JCAB
110	Mr. Kenichi Takahashi Director, Air Traffic International Affairs Office JCAB
111	Mr. Shuji Takahashi Deputy Director, International Policy Planning Office, Aviation Strategy Division JCAB
112	Mr. Takeshi Taniguchi Aircraft Accident Investigator
113	Mr. Yutaka Yamamoto Deputy Director for International Affairs of Airport Planning and Construction Japan Transport Safety Board JCAB
114	Mr. Tadashi Yano Director for International Aviation Safety and Security Coordination, Aviation Safety and Security Planning Division JCAB
<b>LAO PEOPLE'S DEMOCRATIC REPUBLIC</b>	
115	Mr. Yakua Lopangkao Director General Department of Civil Aviation
116	Mr. Khine Simvongsa Director of Flight Safety Standard Division Department of Civil Aviation
117	Mr. Somphonh Sygnavong Director of Aerodrome and Security Division Department of Civil Aviation
118	Mr. Barry Chi Tak Yuen Advisor to DCA Department of Civil Aviation (DCA)
<b>MALAYSIA</b>	
119	Mr. Azharuddin Abdul Rahman Director General of Civil Aviation Department of Civil Aviation, Malaysia
120	Capt. Suresh Kumar Bangah Director of Flight Operations AirAsia X Berhad
121	Capt. Izham Ismail Director of Operations Malaysia Airlines

122	Capt. Adrian Jenkins Regional Head of Flight Operations AirAsia Berhad
123	Capt. Tan Poh Keat Captain Malaysia Airlines
124	Ms. Siew-Huang Tay Director Air Traffic Inspectorate Department of Civil Aviation, Malaysia
125	Ms. Raslina Yahya Senior Assistant Director Department of Civil Aviation, Malaysia
126	Mr. Omran Zakaria Director DCA KLIA Department of Civil Aviation, Malaysia
<b>MALDIVES</b>	
127	Mr. Faizal Ibrahim Maldives Civil Aviation Authority Borad Chairman Maldives Civil Aviation Authority
128	Mr. Jaleel Hussain Chief Executive Maldives Civil Aviation Authority
<b>MONGOLIA</b>	
129	Mr. Lkhagvasuren Togtokhbayar Director General Civil Aviation Authority of Mongolia
130	Mr. Tuvshinbayar Damdin Officer, Air Transport Division, Civil Aviation Authority of Mongolia Civil Aviation Authority of Mongolia
131	Mr. Nergui Luvsan Director, Department of Finance and Economics Civil Aviation Authority of Mongolia
132	Mr. Byambasuren Luvsansambuu Director, Department of Air Transport Economics Regulations Civil Aviation Authority of Mongolia
133	Mr. Ganbold Purevjav Director, Department of Air Navigation Services Civil Aviation Authority of Mongolia

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134	Ms. Tuya Zinamidar Director, Air Transport Policy Implementation and Coordination Division Ministry of Roads and Transportation of Mongolia
<b>MYANMAR</b>	
135	Mr. Win Tun Director General Department of Civil Aviation (DCA), Ministry of Transport
136	Mr. Tike Aung Director for Air Navigation Safety Department of Civil Aviation (DCA), Ministry of Transport
<b>NEPAL</b>	
137	Mr. Ratish Chandra Lal Suman Director General Civil Aviation Authority of Nepal
138	Mr. Sanjiv Gautam Deputy Director General Civil Aviation Authority of Nepal
139	Mr. Uttar Kumar Kafle Deputy Director General Civil Aviation Authority of Nepal
140	Mr. Debendra K.C. Acting Deputy Director General (Corporate) Civil Aviation Authority of Nepal
141	Mr. Mukul Mishra Deputy Director General Civil Aviation Authority of Nepal
142	Mr. Bhesh Raj Subedi Acting Director Civil Aviation Authority of Nepal
<b>NEW ZEALAND</b>	
143	Mr. Graeme Harris Director & Chief Executive Civil Aviation Authority of New Zealand
144	Mr. Trent Clarke Chief Operating Officer Airways New Zealand/GroupEAD Asia Pacific
145	Mr. Bruce Heesterman CEO ASPEQ Limited
146	Mr. John Kay General Manager, Policy & System Interventions Civil Aviation Authority of New Zealand

147	Mr. Paul Linton Head of Sales and Marketing Airways Corporation of New Zealand
148	Mr. Murray (Hugo) Porter Manager Security Civil Aviation Authority of New Zealand
149	Ms. Sonya van de Geer Principal Adviser Ministry of Transport
150	Mr. Bryce Wigodsky Senior Policy Advisor Civil Aviation Authority
<b>PAKISTAN</b>	
151	Mr. Muhammad Yousaf Director General Pakistan Civil Aviation Authority
152	Mr. Muhammad Afsar Malik General Manager Economic Oversight Pakistan Civil Aviation Authority
<b>PAPUA NEW GUINEA</b>	
153	Mr. Wilson Sagati Director/Chief Executive Officer Civil Aviation Safety Authority
154	Ms. Amanda Nambau Manager, Legal Services Civil Aviation Safety Authority
<b>PHILIPPINES</b>	
155	Mr. William Hotchkiss Director General Civil Aviation Authority of the Philippines
156	Ms. Olga Arevalo International Civil Aviation Coordinator Civil Aviation Authority of the Philippines
157	Mr. Arnold Balucating Assistant Director General I, OIC Airnavigation Service Civil Aviation Authority of the Philippines
158	Mr. Emerson Feliciano Acting Chief, PANS-OPS Inspectorate Section-AANSOO Civil Aviation Authority of the Philippines
159	Capt. Angela Martine Gavino Asst. CNS Flight Inspector Pilot Civil Aviation Authority of the Philippines

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160	Ms. Christine Margaret Gavino Civil Aviation Authority of the Philippines
161	Mr. Emmanuel Guina Management Consultant, Office of the Director General Civil Aviation Authority of the Philippines
162	Mr. Steven Hotchkiss Civil Aviation Authority of the Philippines
163	Mr. Leo Husada Division Chief III, Csis Civil Aviation Authority of the Philippines
164	Mr. Artemio Orozco Chief of Staff Civil Aviation Authority of the Philippines
165	Mr. Deogracius Pulmano Chief, ATM Inspectorate Division Civil Aviation Authority of the Philippines
166	Ms. Carmelynda Samoy Board Secretary III Civil Aviation Authority of the Philippines
<b>REPUBLIC OF KOREA</b>	
167	Mr. Yong-bok Kwon Director General Ministry of Land, Infrastructure and Transport
168	Ms. Byeon Ga Researcher The Korea Transport Institute
169	Mr. Cheol Jang Assistant Director Ministry of Land, Infrastructure and Transport
170	Ms. Jee-won Lee Interpreter Ministry of Land, Infrastructure and Transport
171	Mr. Seungho Lee The Korea Transport Institute
172	Mr. Kil-joo Moon Director General of aviation accident investigation Aviation Accident and Investigation Bureau
173	Dr. Jinseo Park Senior Researcher The Korea Transport Institute

174	Mr. Joon-soo Park Deputy Director Ministry of Land, Infrastructure and Transport
175	Dr. Dong-Chun Shin Vice President Korea Society of Air & Space Law and Policy
176	Ms. Kyung Shin Assistant Director Ministry of Land, Infrastructure and Transport
<b>SINGAPORE</b>	
177	Mr. Ong Heng Yap Director-General Civil Aviation Authority of Singapore
178	Ms. Pin Pin Chan Senior Assistant Director (Marketing & Corporate Services), Singapore Aviation Academy Civil Aviation Authority of Singapore
179	Mr. Alan Foo Advisor (Aviation Safety) Civil Aviation Authority of Singapore
180	Mr. George Foo Head (Foreign Operators Surveillance) Civil Aviation Authority of Singapore
181	Mr. Hermizan Jumari Head (ATM Operations Planning) Civil Aviation Authority of Singapore
182	Mr. Nicholas Ng Manager(Air Transport) Civil Aviation Authority of Singapore
183	Mr. Tee Chiou Ng Permanent Representative of Singapore on the Council of ICAO Civil Aviation Authority of Singapore
184	Mr. Xiao Quan Ng Assistant Manager, Air Transport Civil Aviation Authority of Singapore
185	Ms. Eileen Poh Director (International Relations) Civil Aviation Authority of Singapore
186	Mr. Cheuk Kai Sin Deputy Manager (Intl Relations) Civil Aviation Authority of Singapore

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187	Mr. Martin Siu Manager Civil Aviation Authority of Singapore
188	Mr. Dalen Tan Head (Policy & Rulemaking) Safety Policy and Licensing Division Civil Aviation Authority of Singapore
189	Mr. Tiang Guan Tay Deputy Director-General Civil Aviation Authority of Singapore
190	Ms. Hui Ping Priscilla Bernadett Wong Deputy Manager (ANS Safety & Security) Civil Aviation Authority of Singapore
191	Mr. Tseng Lee Wong Senior Inspector (Aerodromes) Civil Aviation Authority of Singapore
<b>SRI LANKA (REPUBLIC OF)</b>	
192	Mr. Chandrasena Nimalsiri Director General of Civil Aviation & Chief Executive Officer Civil Aviation Authority of Sri Lanka
193	Mr. Zaki Alif Board Member Civil Aviation Authority of Sri Lanka
194	Mr. Parakrama Dissanayake Senior Director Civil Aviation Authority of Sri Lanka
<b>SOLOMON ISLANDS</b>	
195	Mr. George Satu Director of Civil Aviation Civil Aviation Authority of Solomon Islands
196	Mr. Kuangyang Huang Flight Operations Civil Aviation Authority of Solomon Islands
197	Ms. Huichuan Teng Administrator Civil Aviation Authority of Solomon Islands

<b>THAILAND</b>	
198	Mr. Somchai Piputwat Director General Department of Civil Aviation
199	Ms. Amornrat Jirattigalachote Engineer Aeronautical Radio of Thailand Ltd. (AEROTHAI)
200	Ms. Matima Ariyachaipanich Aviation Safety Inspector Department of Civil Aviation
201	Ms. Raweewan Buraruck Chief of International Affairs Group Department of Civil Aviation
202	Mr. Tinnagorn Choowong Vice President (Air Traffic Management) Aeronautical Radio of Thailand Ltd. (AEROTHAI)
203	Mr. Pvitpol Harisaphan Chief, Air Services Agreement and Negotiation Group Department of Civil Aviation
204	Mr. Pawat Harnbumrunakit Transport Technical Officer Department of Civil Aviation
205	Ms. Jirapon Hirunrat Director - Network Planning Bangkok Airways
206	Capt. Woranate Laprabang Acting Chief Executive Officer Thai Smile Airways
207	Capt. Apitat Limpisvasti Deputy Chief Operations Officer Thai Smile Airways
208	Ms. Wanniporn Lohnimitr Legal Officer Department of Civil Aviation
209	Ms. Rusnee Mustapa Air Transport Technical Officer (Aviation Security Officer) Department of Civil Aviation
210	Ms. Sirikes Niemloy Senior Director, Air Traffic Management Network Bureau Aeronautical Radio of Thailand Ltd. (AEROTHAI)
211	Mr. Nijjapat Piyapant Ground Operations Director Bangkok Airways
212	Mr. Somnuk Rongthong Executive Vice President Aeronautical Radio of Thailand Ltd. (AEROTHAI)

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213	Ms. Sarinee Sangprasit President Aeronautical Radio of Thailand Ltd. (AEROTHAI)
214	Ms. Siriluk Visalachitra Director, Corporate Relations Department Aeronautical Radio of Thailand Ltd. (AEROTHAI)
<b>TIMOR-LESTE</b>	
215	Mr. Joanico Gonçalves Director General for Transports and Communication Ministry of Transports and Communication, Civil Aviation Division
216	Mr. Romualdo da Silva Director of Civil Aviation Division Ministry of Transports and Communication, Civil Aviation Division
217	Mr. Sabino Henriques Chief of Air Traffic Services Department Civil Aviation Division Ministry of Transports and Communication, Civil Aviation Division
<b>TONGA</b>	
218	Mr. Ringo Fa'oliu Chief Executive Officer Ministry Of Infrastructure
219	Ms. Vinolia Salesi Senior Civil Aviation Officer Ministry Of Infrastructure - Civil Aviation Division
<b>UNITED KINGDOM</b>	
220	Mr. Richard Ward Managing Director CAA International
<b>UNITED STATES OF AMERICA</b>	
221	Mr. Brian Bagstad Senior Air Traffic Representative to Asia-Pacific Region Federal Aviation Administration (FAA)
222	Mr. Christopher Collins Senior Foreign Affairs Specialist, North Asia Federal Aviation Administration
223	Ms. CJ Collins FAA Senior Representative to South Asia Federal Aviation Administration
224	Ms. Carey Fagan Executive Director Federal Aviation Administration

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225	Mr. Jun Mu Civil Aviation Specialist, FAA Beijing Office Federal Aviation Administration
226	Mr. James Mark Reeves Director, Asia Pacific Region Federal Aviation Administration
227	Mr. Darryl Secord Aeronautical Officer International Representative NGA Aeronautical Navigation Office
228	Mr. James Spillane Senior FAA Representative, Pacific Rim Federal Aviation Administration
229	Mr. Donald Ward International Representative for SE Asia
230	Mr. James White Deputy Director Airport Safety and Standards Federal Aviation Administration
231	Mr. Eric Yatar TSA Representative & DHS Attaché Transportation Security Administration, U.S. Department of Homeland Security
232	Mr. John Hickey Deputy Associate Administrator for Aviation Safety Federal Aviation Administration
<b>VANUATU</b>	
233	Mr. Joseph Niel Director Civil Aviation Authority of Vanuatu
<b>VIET NAM</b>	
234	Mr. Hoang Hai Trinh Deputy Director, Department of Flight Safety Standard Civil Aviation Authority of Viet Nam (CAAV)
235	Mr. Cong Nguyen Dinh Deputy Director General Vietnam Air Traffic Management Corporation (VATM)
236	Mr. Ngo Thanh Phuong Deputy Director, Department of Legal Affairs and International Cooperation Civil Aviation Authority of Viet Nam (CAAV)

237	Mr. Hung To Tu Deputy Director, Department of Aviation Security Civil Aviation Authority of Viet Nam
238	Mr. Bui Van Vo Director, Department of Air Navigation Civil Aviation Authority of Viet Nam
239	Mr. Luu Thanh Binh Deputy Director General of CAAV Civil Aviation Authority of Viet Nam
<b>ASSOCIATION OF ASIA PACIFIC AIRLINES (AAPA)</b>	
240	Mr. Andrew Herdman Director General, AAPA
241	Mr. Martin Eran-Tasker Technical Director AAPA
242	Mr. Alvin Liaw Technical Manager AAPA
243	Ms. Beatrice Lim Director of Industry and Regulatory Affairs
<b>AIRPORTS COUNCIL INTERNATIONAL (ACI)</b>	
244	Ms. Patti Chau Regional Director Airports Council International
245	Ms. Suzanne Tong Manager, Economics and Statistics Airports Council International
246	Ms. Ada Tse Senior Manager, Externational Relations and Security
247	Mr. SL Wong Senior Manager - Technical & Industry Affairs
<b>CIVIL AIR NAVIGATION SERVICES ORGANIZATION (CANSO)</b>	
248	Mr. Hai Eng Chiang Director Asia Pacific Affairs Civil Air Navigation Services Organization
<b>EUROPEAN AVIATION SAFETY AGENCY (EASA)</b>	
249	Mr. Patrick Ky Executive Director European Aviation Safety Agency
250	Ms. Sylvette Chollet EASA Representative in Beijing EASA

251	Mr. Erick Ferrandez Head of Technical Cooperation Section EASA
<b>INTERNATIONAL AIR TRANSPORT ASSOCIATION (IATA)</b>	
252	Mr. Conrad Clifford Regional Vice President, Asia Pacific IATA
253	Mr. Shixin Cheng Senior Manager, Safety & Flight Operations
254	Mr. Vinoop Goel Regional Head - Airport, Passenger, Cargo & Security International Air Transport Association (IATA)
255	Mr. Deannath Kulatunge Regional Head, Asia Pacific, Member & External Relations International Air Transport Association (IATA)
256	Mr. Wenxin Li Regional Director, Safety & Flight Operations
257	Mr. Kenneth W McLean Regional Director- Safety and Flight Operations- ASPAC IATA
258	Capt. Aric Oh Head, International Affairs IATA
259	Mr. Malvyn Tan Assistant Director, Airport, Passenger, Cargo and Security International Air Transport Association
260	Ms. Wenjuan Xie Assistant, Safety & Flight Operations IATA
261	Mr. Jingwei ZHANG Regional Head, Member and External Relations IATA
<b>INTERNATIONAL BUSINESS AVIATION COUNCIL (IBAC)</b>	
262	Mr. Kurt Edwards Director General International Business Aviation Council
263	Capt. Anders Bertilsson Chief Pilot Asia Jet
<b>INTERNATIONAL CIVIL AVIATION ORGANIZATION (ICAO)</b>	
264	Ms. Nancy Graham Director, Air Navigation Bureau International Civil Aviation Organization

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265	Mr. Boubacar Djibo Director, Air Transport Bureau International Civil Aviation Organization
266	Dr. Fang Liu Director International Civil Aviation Organization
267	Mr. Arun Mishra Regional Director, Asia and Pacific Office International Civil Aviation Organization
268	Mr. Meshesha Belayneh Deputy Director ICAO/TCB International Civil Aviation Organization
269	Mr. Michiel Vreedenburgh Chief of ISD International Civil Aviation Organization
270	Mr. Noppadol Pringvanich Chief, Regional Sub-Office, ICAO ICAO APAC Regional Sub-Office
271	Mr. Natarajan Chandra Sekhar Regional Officer, Aerodromes and Ground Aids International Civil Aviation Organization
272	Dr. Manjit Singh Regional Officer Technical Cooperation International Civil Aviation Organization
273	Mr. John Gratton Programme Coordinator and Senior Aviation Security Advisor, Cooperative Aviation Security Programme- Asia Pacific Region International Civil Aviation Organization
<b>INTERNATIONAL FEDERATION OF AIR LINE PILOTS' ASSOCIATIONS (IFALPA)</b>	
274	Capt. Amornvaj Mansumitchai Executive Vice President, Asia/Pacific IFALPA
275	Capt. Brian Legge Regional Vice President IFALPA
<b>PASO</b>	
276	Mr. Roy Barnett General Manager

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**APPENDIX C**

**LIST OF  
DISCUSSION AND INFORMATION  
PAPERS**

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**LIST OF DISCUSSION AND INFORMATION PAPERS**

<b>REF</b>	<b>TITLE</b>	<b>PRESENTED BY</b>
<b>AGENDA ITEM 3.1:      THEME TOPIC</b>		
<i><b>“Rise to Future Challenges in Aviation through Closer Collaboration and Harmonization”</b></i>		
DP/3.1/1	Theme Topic: “Rise to Future Challenges in Aviation through Closer Collaboration and Harmonization”	ICAO
DP/3.1/2	Closer Collaboration and Harmonization to Achieve our Common Goal of Improved Safety, Security and Sustainability	Hong Kong, China
DP/3.1/3	Implementation of the New Global Aviation Safety Initiatives in Hong Kong, China through Closer Collaboration and Harmonization	Hong Kong, China
DP/3.1/4	Collaboration on Aircraft Type Training under Joint Maintenance Management	Hong Kong, China
DP/3.1/5	Second High-Level Safety Conference 2015	ICAO
IP/3.1/6	Aeronautical Meteorological Service Provision in Support of Future One Sky Concept	Hong Kong, China
IP/3.1/7	Close Collaboration on PBN Implementation	Indonesia
<b>AGENDA ITEM 3.2:      REVIEW OF ACTION ITEMS ARISING FROM THE PREVIOUS CONFERENCE</b>		
DP/3.2/1 <i>Revision 2</i>	Responses from Administrations to Action Items Arising from the 50 <sup>th</sup> Conference of Directors General of Civil Aviation, Asia and Pacific Regions	ICAO
IP/3.2/2	Thailand’s Transition Altitude Harmonization and Altimeter Setting Procedures Revision	Thailand

REF	TITLE	PRESENTED BY
<b>AGENDA ITEM 3.3A: EMERGING ISSUES IN AVIATION</b>		
DP/3.3A/1	Progress Report on the Voluntary Path for Global Flight Tracking, Including an Initial Plan for the Development of SARPS	ICAO
DP/3.3A/2	Recognizing the Role of Aviation in the Ebola Outbreak and other Public Health Emergencies	ICAO
DP/3.3A/3	Task Force on Risks to Civil Aviation Arising from Conflict Zones Work Programme Progress Report	ICAO
DP/3.3A/4	Concept of Operations to Enhance Global Flight Tracking	ICAO
<b>AGENDA ITEM 3.3B: REGULATORY OVERSIGHT, AIR NAVIGATION PLANNING, IMPLEMENTATION AND CAPACITY ENHANCEMENT</b>		
DP/3.3B/1 <span style="color: red;">Revision 1</span>	APANPIRG Activities - Outcomes of APANPIRG/25	ICAO
DP/3.3B/2	Airspace Optimization by Hong Kong to Accommodate Phenomenal Air Traffic Growth	Hong Kong, China
DP/3.3B/3	Enhancing Aviation Safety through Establishment of a Regional ADS-B Avionics Problem Report Database (APRD)	Hong Kong, China
DP/3.3B/4	ASBU Implementation	CANSO
DP/3.3B/5	ATM Cyber Security	CANSO
DP/3.3B/6	Institutionalizing Human Factors in ATM Training in the Asia-Pacific Region	Philippines
DP/3.3B/7	Measures to Address the Issue of Visual Segment Surface (VSS) Obstacle Penetration	Philippines
IP/3.3B/8	The Philippines' New CNS/ATM Systems Development Project	Philippines
IP/3.3B/9	Use of Flight Tracking Devices in New Zealand	New Zealand
DP/3.3B/10	The Certification and Application of EMAS in China	People's Republic of China
DP/3.3B/11	Regional Air Traffic Flow Management	IATA

<b>REF</b>	<b>TITLE</b>	<b>PRESENTED BY</b>
DP/3.3B/11	Regional Air Traffic Flow Management	IATA
DP/3.3B/12	Implementation of ICAO Language Proficiency Requirements (LPRs) for Air Traffic Controllers in Malaysia	Malaysia
IP/3.3B/13	Need for Standardization of Certification for Determining Facility Status of Ground-Based Radio Navigation Aids	Nepal
DP/3.3B/14	State ANS Oversight and Engagement in Increasingly Complex ANS Environments	ICAO
IP/3.3B/15	Air Ground Data Link Service Update in China	People's Republic of China
IP/3.3B/16	China ATN and AIDC Implementation Status Report	People's Republic of China
IP/3.3B/17	Development and International Standardization Progress of Beidou Navigation Satellite System	People's Republic of China
IP/3.3B/18	Introduction of CNS Equipment Certification and Localization Process of CNS in China	People's Republic of China
IP/3.3B/19	Optimizing Airspace by Implementing Unidirectional Operation in China	People's Republic of China
IP/3.3B/20	PBN Implementation Status and Plan of China	People's Republic of China
IP/3.3B/21	The ADS-B Implementation Plan of China	People's Republic of China
IP/3.3B/22	Update of the ATC Surveillance Status by Mongolia	Mongolia
IP/3.3B/23	CAA of Mongolia's Developments in AIM Field	Mongolia
DP/3.3B/24	Outcomes of the Third Meeting of the Mekong ATM Coordination Group	Cambodia, Lao PDR, Myanmar, Thailand, Viet Nam and IATA
DP/3.3B/25 <b>Revision 1</b>	Experience Sharing on Regulating an Internal RPAS Market	France
IP/3.3B/26	Collaborative Decision Making at Paris Charles De Gaulle Airport	France
IP/3.3B/27	DSNA Services	France
IP/3.3B/28	Thailand's Plan for Airspace Reorganization	Thailand
DP/3.3B/30	Challenges of Regulatory Oversight: Bangladesh Perspective	Bangladesh

<b>REF</b>	<b>TITLE</b>	<b>PRESENTED BY</b>
IP/3.3B/31	Key Accomplishments of ATFM and CDM Implementation Activities at the ICAO APAC RSO	ICAO
DP/3.3B/32	The Importance of RAIM Prediction Service Supporting Safety of PBN Operation	Japan
DP/3.3B/33	The Divert Destination Decision for Metropolitan Area Airports Inoperable by Large-Scale Disasters	Japan
DP/3.3B/34 Revision 1	The Implementation of Phased ATFM Based on Coordination among ATM Stakeholders	Japan
DP/3.3B/35	Activities and Accomplishments of ICAO Asia and Pacific Regional Sub-Office in 2013-2014	ICAO
DP/3.3B/36	Collaborative Air Traffic Flow Management Operational Trial	Australia, China, Hong Kong China, Indonesia, Malaysia, Singapore, Thailand, Viet Nam, CANSO, IATA and IFATCA
DP/3.3B/37	Performance-Based Approach to Advance Seamless Air Traffic Management (ATM)	Singapore
DP/3.3B/38	ADS-B Data Sharing between Indonesia, Australia and Singapore	Indonesia
IP/3.3B/39	Thailand's ATM Service Enhancement Programme	Thailand
IP/3.3B/40	KLIA2 and 3 - Runway Operations	Malaysia
DP/3.3B/41	Initiative on Information Management	Thailand
IP3.3B/42	Strategic and Proactive Coordination between the Asia-Pacific Planning and Implementation Regional Group (PIRG) and Regional Aviation Safety Group (RASG)	USA
IP/3.3B/43	Development Plans for the Next Generation Aviation System	Republic of Korea
IP/3.3B/44	Proposal for ICAO Standard Model and Guidelines for Airspace Capacity Estimation	Republic of Korea
IP/3.3B/45	Proposal for a Clarified Definition of A-CDM from ICAO	Republic of Korea
IP/3.3B/46	A-CDM at Incheon International Airport	Republic of Korea
IP/3.3B/47	AMAN Development and Deployment Plan in the Republic of Korea	Republic of Korea

<b>REF</b>	<b>TITLE</b>	<b>PRESENTED BY</b>
<b>AGENDA ITEM 3.4: ECONOMIC DEVELOPMENT OF AIR TRANSPORT</b>		
DP/3.4/1	Economic Regulation of Airports and Air Navigation Services Providers	IATA
DP/3.4/2	Promotion of the Convention for the Unification of Certain Rules for International Carriage by Air (Montreal Convention of 1999)	IATA
DP/3.4/3	Consumer Protection: The Need for a High-Level, Coordinated Approach	AAPA and IATA
DP/3.4/4 <b>Revision 1</b>	Develop Aviation Economy to Drive Local Economic Transformation	People's Republic of China
DP/3.4/5	Economic Regulation of International Air Transport: Thailand's Perspectives	Thailand
DP/3.4/6	Airport Governance Reform in Japan	Japan
DP/3.4/7	Economics of Airports	ACI
IP/3.4/8	Implementation of Recommendations of the Sixth Worldwide Air Transport Conference	ICAO
IP/3.4/9	Air Transport Consumer Protection (Improving the Conditions of Carriage by Air for the Benefit of Consumers)	Republic of Korea
<b>AGENDA ITEM 3.5: AVIATION AND ENVIRONMENT</b>		
DP/3.5/1	Managing Aircraft Noise in Hong Kong, China	Hong Kong, China
DP/3.5/2	Airport Carbon Emissions Management	ACI
IP/3.5/3	Sustainable Alternative Fuels for Aviation: Policy and Deployment	IATA
IP/3.5/4	China's View on the Global Market Based Measures of International Civil Aviation with a Proposed Revision	People's Republic of China
IP/3.5/5	Take Actions to Develop a Sustainable Aviation	People's Republic of China
IP/3.5/6	Asia and Pacific Initiative to Reduce Emissions (ASPIRE)	Australia, Japan, New Zealand, Singapore, Thailand and the United States of America

<b>REF</b>	<b>TITLE</b>	<b>PRESENTED BY</b>
DP/3.5/7	Voluntary Measures to Address Greenhouse Gas Emissions from Aviation	Japan
DP/3.5/8	Airport Environmental Measures Taken by Japan	Japan
IP/3.5/9	Recent Developments in ICAO on International Aviation and Climate Change	ICAO
IP/3.5/10	Noise Mapping Monitoring in Indonesia	Indonesia
IP/3.5/11	Outline of Korea ETS (Emission Trading System) and Estimation Scheme for Aviation Assignment	Republic of Korea
<b>AGENDA ITEM 3.6: TECHNICAL AND REGIONAL COOPERATION</b>		
DP/3.6/1	Introduction to TCB by Mr Meshesha Belayneh, Deputy Director, TCB	ICAO
IP/3.6/2	Procurement in TCB by Mr Patrick Molinari, Chief, Procurement, TCB	ICAO
DP/3.6/3	Sustaining Collaboration between the Civil Aviation and the Public Health Sector through CAPSCA	ICAO
DP/3.6/4	Connecting the Asia-Pacific ANSP: the Common Regional Virtual Private Network (VPN)	ICAO
IP/3.6/5	ICAO Regional Cooperation in the Asia and Pacific Regions	ICAO
IP/3.6/6	Development of National Civil Aviation Personnel through ICAO Developing Countries Training Programmes	ICAO
DP/3.6/7	Implementation of Evidence-Based Training (EBT) for Flight Crew in Hong Kong, China	Hong Kong, China
IP/3.6/8	Considerations for an Asia-Pacific Regional Aviation Commission	New Zealand
IP/3.6/9	Australian Joint Agency Coordination Centre (JACC)	Australia
DP/3.6/10	Closer Collaboration and Harmonization – Experience of Bangladesh	Bangladesh
IP/3.6/11 <b>Revision 1</b>	Technical and Regional Cooperation as a Key to Addressing Civil Aviation Challenges – The Example of Europe	EASA

<b>REF</b>	<b>TITLE</b>	<b>PRESENTED BY</b>
DP/3.6/12	Regional Cooperation to Enforce Payment of Route Air Navigation Services Charges	Hong Kong, China
DP/3.6/13	Training Roadmap in Support of ICAO's Plans and Initiatives	Singapore
DP/3.6/14	Improved ICAO Support to COSCAPs for the Alignment with GASP and Regional Aviation Safety Priorities and Targets & Provision of Technical Assistance to States	ICAO
IP/3.6/15	Proposal for Agenda Items of 2015 ICAO Legal Seminar in Asia-Pacific Region	Republic of Korea
IP/3.6/16	Closer Collaboration and Harmonization in Preventing the Spread of Communicable Disease through Air Travel	Indonesia

**AGENDA ITEM 3.7: OTHER BUSINESS**

**a) THEME TOPIC FOR THE FORTHCOMING CONFERENCE OF DGCAs**

DP/3.7a/1	Possible Theme Topic for the 52 <sup>nd</sup> Conference of Directors General of Civil Aviation, Asia and Pacific Regions	ICAO
DP/3.7a/2	Proposal on the Theme Topic for the 52 <sup>nd</sup> Conference of Directors General of Civil Aviation, Asia and Pacific Regions	Philippines

**b) ENDORSEMENT OF ACTION ITEMS ARISING FROM THE PRESENT CONFERENCE**

DP/3.7b/1	List of Action Items Arising from the 51 <sup>st</sup> Conference	ICAO
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**c) ANY OTHER MATTERS**

DP/3.7c/1	Schedule of Meetings/ Seminars/ Workshops to be Convened in 2015 by the ICAO Asia and Pacific Office	ICAO
DP/3.7c/2	Schedule of Conferences of DGCAs in the Foreseeable Future	ICAO
DP/3.7c/3	Agenda Composition for Future DGCA Conferences	ICAO

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## **APPENDIX D**

# **SUMMARY REPORT OF THE RASG-APAC/4 MEETING**

Hong Kong, China : 24 to 27 November 2014

**Summary of the Fourth Meeting of the Regional Aviation Safety Group –  
Asia Pacific Region (RASG-APAC/4)**

*(Hong Kong China, 20 - 21 November 2014)*

1. The Meeting was attended by 91 participants from 22 Member States/ Administrations and 8 International Organizations/Industry Partners.
2. Mr. Norman Lo, Director General of Hong Kong CAD opened the meeting by welcoming the delegates from the States/Administrations, International Organizations and Industry Partners to the meeting. Mr. Lo emphasized on the need to continuously improve global aviation safety and the challenges faced when air traffic is expected to double in 15 years.
3. Mr. Arun Mishra, Regional Director, ICAO, Asia and Pacific Office thanked HKCAD for hosting the RASG-APAC/4 Meeting. Mr Mishra also expressed his appreciation to CASA Australia and DGCA India for their leadership as Chair and Vice-Chair during the first 3-year of RASG-APAC. He reminded the meeting that RASG APAC is a collaborative effort between States and the Industry Partners and requires the commitment of all stakeholders. Mr. Mishra urged States/Administrations to utilize the expertise available in COSCAP programmes especially when dealing with complex and challenging safety enhancement initiatives.
4. Ms. Nancy Graham, Director, Air Navigation Bureau, ICAO also welcomed the delegates. She presented the Status of Aviation Safety in the Asia Pacific Region which is a report on the results of aviation safety in the APAC region as compared to other regions. The presentation highlighted areas where APAC States are advancing and areas need to be improved.
5. 31 Working Papers and 11 Information Papers were considered by the meeting. 23 decisions were adopted.
6. Summary of achievements at the Meeting:
  - i) Elected new RASG-APAC Chair and Co-Chair for the next 3-year term. (Chair: Mr. H. M. C Nimalsiri, Director General CAA Sri Lanka and Vice-Chair: Capt. Victor Liu, Assistant Director General, HK CAD)
  - ii) Presentation of the **2014 Draft APAC Annual Safety Report** to be published by early 2015.
  - iii) Updated progress of APRAST activities and APRAST recommendations which were approved.
  - iv) Approved the proposed **changes to APRAST structure** which will provide enhanced support to accomplish the objectives of the GASP.
  - v) Reviewed and accepted the **feedback/comments on the GASP received from States** for consideration at the HLSC2015.
  - vi) Reviewed and endorsed the proposed **Regional Priorities and Targets** for APAC regions.
  - vii) Approved the proposed **RASG-APAC 2014/2015 proposed Work Programme**.

7. Highlights of some topics discussed at the Meeting includes:

- i) WP on Lithium Batteries – on the need for proper handling and regulating starting from the manufacturing processes all the way through transporting the finished product by air. RASG-APAC/4 agreed to convene a meeting with regulating authorities to address the safety issues on handling and transporting of lithium batteries in the first half of 2015.
- ii) WP from USA on Safety Info Sharing and Info Protection – this paper generated much discussion highlighting the complicity of the topics on sensitivity, scope and depth of information to be shared. On the safety info protection WP, participants feedback the challenges as this would depend on the legislation of individual States/Administrations.

RASG-APAC/4 noted that USA would present the topics on Safety Info Sharing and Safety Info Protection at the HLSC 2015.

- iii) Singapore’s initiative on the feasibility of introducing a regional data collection, analysis and information sharing programme which would help improve the gathering, sharing and analysis of safety data in the APAC region. This initiative was well supported by the meeting.

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Asia and Pacific Regions

## **APPENDIX E**

# **SUMMARY REPORT OF THE RASCF-APAC/2 MEETING**

Hong Kong, China : 24 to 27 November 2014

**SUMMARY OF DISCUSSIONS OF THE SECOND MEETING OF THE  
REGIONAL AVIATION SECURITY COORDINATION FORUM  
ASIA PACIFIC REGION (RASCF-APAC/2)**

HONG KONG, CHINA, 20 – 21 NOVEMBER 2014

**1. AGENDA ITEM 1: UPDATE ON LATEST AVSEC/FAL DEVELOPMENTS ON A  
GLOBAL AND REGIONAL LEVEL**

The Forum noted the updates provided on most of the areas of the interest and particularly appreciated the outcomes and future directions of CASP-AP, and the progress in the implementation of USAP-CMA. The Forum also noted the reminder from ICAO that all States need to sign the USAP-CMA MOU.

**2. AGENDA ITEM 2: REPORTS BY STATES AND ORGANISATIONS OF  
ACTIVITIES UNDERTAKEN OR PLANNED ON THE PARTNERSHIP GROUP  
ACTIVITIES**

The Forum discussed partnership activities across the region and noted in particular the training and competency requirements. The Forum strongly supported the continuation and effective coordination of those activities via a central repository administered by the ICAO Regional Office of assistance activities and requirements.

**3. AGENDA ITEM 3: CAPACITY BUILDING AND REGIONAL  
PARTNERSHIPS**

IATA, ACI and other relevant stakeholders will coordinate and share information to help ICAO to address the training and capacity building needs in the region regarding aviation security concerns. Appropriate approval as required should be obtained prior to releasing specific information to the ICAO Regional Office.

Where appropriate, action will be taken to align training material used by assistance providers in the region.

**4. AGENDA ITEM 4: FACILITATION DEVELOPMENTS AND INITIATIVES**

The Forum noted the initiatives from Singapore and CASP-AP to provide a National Facilitation Programme (FAL programme) writing workshop to address deficiencies relating to national FAL programmes as identified in the region and globally.

The Forum also noted that ICAO will provide a FAL Seminar in Bangkok in March 2015 and will utilize State aviation security contacts to also encourage attendance by border control agencies.

**5. AGENDA ITEM 5: CARGO SECURITY, IMPLEMENTATION OF STRENGTHENED CARGO AND MAIL SECURITY REQUIREMENTS**

The Forum emphasized States' obligations to implement cargo and mail security requirements as stipulated in amendment 12 to 14 of Annex 17 and to make use of the guidance material contained in Doc 8973 (Security Manual). The implementation of these measures requires cooperation and application of consistent communication methods across the industry and regulators, such as, the ICAO CSD.

**6. AGENDA ITEM 6: ANY OTHER BUSINESS**

In light of ICAO's new strategic objective - Security and Facilitation, the RASCF determined that FAL issues should be addressed through appropriate coordination mechanisms and appropriate feedback channels established to the RASCF.

RASCF noted the joint submission by IATA and AAPA on unruly passengers noting the importance for States to ratify the Montreal Protocol of 2014. In regards to prevention and management of such incidents, RASCF also noted that personnel on the ground should be appropriately trained to deal with and take appropriate action against unruly passengers and those with the potential to become unruly passengers.

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51<sup>st</sup> Conference of Directors General of Civil Aviation  
Asia and Pacific Regions

# **ATTACHMENTS**

Hong Kong, China : 24 to 27 November 2014

51<sup>ST</sup> CONFERENCE OF DIRECTORS GENERAL OF CIVIL AVIATION  
ASIA AND PACIFIC REGIONS

KEY NOTE ADDRESS

BY

**MR. JOHN TSANG, FINANCE SECRETARY,  
GOVERNMENT OF SPECIAL ADMINISTRATIVE REGION OF HONG KONG CHINA**

Dr. Aliu<sup>1</sup>,  
Mr. Benjamin<sup>2</sup>,  
Mr. Mishra<sup>3</sup>,  
Norman<sup>4</sup>,  
Directors General [of Civil Aviation],  
Distinguished Guests, Ladies and Gentlemen,

Good morning.

2. A warm welcome to Hong Kong and a warm welcome to the Opening Ceremony of the "51<sup>st</sup> Conference of Directors General of Civil Aviation of the Asia and Pacific Region."

3. I know many of you here just flew in. I hope that your flight has been smooth and on time. If it wasn't, I think we would take comfort in the words of the American actor, writer and comedian Louis C.K. who has some reassuring thoughts on flight delays. He said, "delays, really? New York to California in five hours? That used to take 30 years. A bunch of people used to die on the way there, have a baby, and you would end up with a whole different group of people by the time you got there. Now you watch a movie and go to the toilet and you're home." Or, in your case, in Hong Kong. You were away from home, safe and sound and, I trust, luggage in hand.

4. This year marks the 70<sup>th</sup> anniversary of the creation of the International Civil Aviation Organization, the ICAO, and so it is, indeed, an honour to be hosting this year's conference.

**Hong Kong as an aviation hub**

5. It's been a decade since this prestigious conference was last here. Over these past 10 years, air transport's role in our economy has continued to expand, to play a major role in the flow of goods and people. This, in turn, has helped promote trade, investment and tourism.

6. Aviation is the linchpin of our four economic pillars: financial services, trading and logistics, tourism, and professional services. Together, they account for some 60 per cent of Hong Kong's GDP.

7. Our role in the global aviation industry has also soared in last decade. Today, it is one of the world's major aviation hubs. This is largely attributable to our strategic location, the international connectivity, and our progressive liberalization of air services.

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<sup>1</sup> Dr. Olumuyiwa Benard Aliu, President of the Council of the International Civil Aviation Organization (ICAO).

<sup>2</sup> Mr. Raymond Benjamin, Secretary General of ICAO.

<sup>3</sup> Mr. Arun Mishra, Regional Director of ICAO Asia and Pacific Office.

<sup>4</sup> Mr. Norman Lo, Director-General of Civil Aviation of Hong Kong.

8. Hong Kong is fortunate to be located at the heart of Asia and at the doorstep of Mainland China. Passengers and goods from Hong Kong can reach all major Asian cities within four hours. Half the world's population within five hours' flying time. Dinner and a movie, and you're pretty much anywhere you want to be.

9. Our airport has all along been recognized as one the world's best. It has outstanding international connectivity. Over 100 scheduled airlines operate more than 7 500 flights every week, connecting Hong Kong with some 180 destinations worldwide. Thanks to its extensive flight network, our airport has been the world's busiest airport, by cargo traffic, since 2010. Last year, we handled 4.1 million tonnes of cargo, and nearly 60 million passengers. Few airports can manage this level of traffic and still maintain high level of service quality. HKIA is one of the few exceptions that earned both the best airport and the busiest airport titles at the same time.

10. Our progressive liberalization policy on air services has opened up fresh opportunities for our aviation industry. Hong Kong has signed Air Services Agreements with over 60 aviation partners to date.

11. As an international aviation hub with strong connectivity to Asian cities, we are committed to upgrading and enhancing the efficiency of our air-traffic management system and our airport facilities.

12. In this regard, our Civil Aviation Department is now replacing the existing air-traffic management system to enhance its handling capacity, in order to manage even more efficiently the increasing air-traffic in the coming years.

13. We are very much aware that adequate facilities at the HKIA are crucial to maintaining Hong Kong's status as an aviation hub. With that in mind, the Government, together with the Airport Authority, is pressing ahead with our planned three-runway system. I am pleased to tell you that the project has just attained an important milestone, getting a green light for its Environmental Impact Assessment and obtaining the Environmental Permit for construction.

14. We are now working with the Airport Authority on finance the project. The Airport Authority has targeted 2016 for the beginning of construction, with a view to commissioning the three-runway system in 2023. That will increase HKIA's capacity substantially – from 420,000 flight movements a year under the existing two-runway system to 620,000 a year, an increase of about 200,000 movements per year. With this capacity, we expected that the HKIA to handle about 100 million passengers and some 9 million tonne of cargo a year by 2030.

### **Regulatory cooperation in Asia-Pacific**

15. Thanks to our region's robust economic growth, demand for aviation services in the Asia-Pacific is expected to grow 6.3 per cent a year over the next two decades<sup>5</sup>.

16. It's not, of course, all blue skies. The aviation sector will also face a number of challenges. These include tackling manpower shortages, working with the new aviation security and safety requirements and minimizing the impact of the aviation industry on the environment. Given these and other issues, the role of aviation regulators in ensuring the industry's healthy and sustainable development become ever more important than ever.

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<sup>5</sup> According to the statistics of Boeing.

**Closing**

17. Ladies and Gentlemen, my thanks to the International Civil Aviation Organization and the Hong Kong Civil Aviation Department for organizing this conference. Its theme – “Rise to Future Challenges in Aviation through Closer Collaboration and Harmonization” – aptly summarizes this industry’s flight path, today and well into the future. With our concerted efforts, I am confident that we shall achieve a safer, more secure, more efficient and more sustainable aviation industry.

18. I wish you all every success at the conference and a pleasant stay here in Hong Kong.

19. Thank you.

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KEY NOTE ADDRESS BY THE PRESIDENT OF THE COUNCIL OF THE  
INTERNATIONAL CIVIL AVIATION ORGANIZATION (ICAO),  
DR. OLUMUYIWA BENARD ALIU,  
TO THE 51<sup>ST</sup> CONFERENCE OF DIRECTORS GENERAL OF CIVIL AVIATION  
ASIA AND PACIFIC REGIONS

*“Rise to Future Challenges in Aviation  
through Closer Collaboration and Harmonization”*

(Hong Kong, China – 24 to 27 November 2014)

It is a very special honor for me to be here with you for the 51<sup>st</sup> Annual Conference of DGCA's of the Asia and Pacific Regions.

I would like to express my gratitude and thank sincerely the Government of the Special Administrative Region, Hong Kong China for hosting this Conference. This conference provides me an excellent opportunity to interact with key aviation decision-makers in a region that is home to some 70 percent of the world's population and where the potential for growth is perhaps the highest in terms of absolute numbers.

With respect to your Region based on 2013 figures, **Asia/Pacific remains the world's largest** region, with a **32% share of total capacity** representing an increase of **+7.0%** over 2012. This is a remarkable achievement and a trend which is showing no sign of slowing. The Conference theme topic is very apt as closer collaboration and harmonization are the key drivers for meeting the challenges of growth.

It is important to recall in this context that growth and efficiency increases, no matter how much we value them, must not come at the expense of our fundamental **safety** improvement objectives. The disappearance of Malaysian Airlines Flight MH 370 has been a challenge for global aviation, but it has also taught us some important lessons. It was in this context that the ICAO decided to bring States and industry together on a somewhat extraordinary basis to agree that global flight tracking was needed. We take the loss of every single aircraft and every single life very seriously. MH 370 has been an unprecedented event for aviation and we have responded in a similarly unprecedented manner. Again shortly after the MH17 accident, ICAO convened a special *Task Force on Risks to Civil Aviation arising from Conflict Zones (TF RCZ)* to avoid such accident in future. Director/ANB will talk on these two emerging issues in detail during the conference proceedings.

Our greatest challenges on a sector-wide basis over the coming decades virtually all derive from how aviation will need to evolve in order to manage the doubling of capacity now being projected through 2030.

All of our current goals, whether tactical or strategic, political or economic, will be magnified significantly by this expansion – as will the implications of the actions we take to address near- and longer-term connectivity challenges in terms of:

- Increased airspace and airport congestion and the risk to the safety and efficiency of air transport operations in general;
- The need to balance stringent security measures with facilitation; and
- Growing environmental pressures relating to greenhouse gas emissions, local air quality and noise around airports.

There will be a need for massive investments in airport development, air navigation systems, ground infrastructure and related infrastructure in order to effectively cope with the coming doubling of passengers and aircraft movements

Then there is the potential, even dramatic shortage of pilots, mechanics and air traffic controllers, as well as the equivalent requirement to accelerate training and certification for these aviation professionals. Furthermore, the expected rapid evolution in new technological advancements and their application across all air transport domains will remain a dynamic challenge for regulators and operators in the years to come.

It was very much in response to these considerations that the 38th Session of the ICAO Assembly, in September 2013, adopted the current Vision and Mission Statements and the five *Strategic Objectives* of the Organization. These Objectives are to enhance global civil aviation *Safety*, improve and align *Security and Facilitation* solutions, increase system *Capacity and Efficiency*, foster the *Economic Development* of a sound and financially viable global civil aviation system, and optimize our many efforts supporting *Environmental Protection*

In the area of *Safety*, the foremost priority of the Organization remains the reduction of the rate and number of accidents globally. In order to achieve the required safety performance objectives, our focus will be on the implementation of the *ICAO Global Aviation Safety Plan (GASP)*, and the continuation of the Universal Safety Oversight Audit Programme (USOAP) under the Continuous Monitoring Approach (CMA), as well as improved collaboration in the collection, analysis, sharing and protection of pertinent safety information

Looking ahead in safety, ICAO has just completed the first-ever Symposium on – Loss of Control Inflight. We are also collaborating to explore how States and agencies can better share safety information, something which will be of paramount importance to our efforts to predict safety risks before they lead to serious accidents.

Capacity and efficiency-related implementation targets, as outlined in significant detail in the State and industry agreed Aviation System Block Upgrades now reflected in the revised *Global Air Navigation Plan*, are currently prioritized on procedures, technologies and other requirements relating to our targets for Performance-based Navigation, Air Traffic Flow Management, and the transition to Aviation Information Management.

The deliverables for each of these operational improvements will cover the whole package of requirements for implementation and include all of the necessary regulatory provisions, operational procedures, technologies and training requirements.

The Global Plan targets, and the tactical programmes we set in motion to address them, will importantly be measured from this point via reporting and monitoring tools recently established. ICAO's 2014 Safety Report, and inaugural annual Air Navigation Report, have now both been published and are available free of charge on our website. ICAO additionally launched a set of online dashboards which provide real-time data on a number of key safety and efficiency performance indicators, broken down by region.

It is ICAO's objective that these annual reports and online tools will greatly improve transparency and accountability, both on a regional and a global basis. Monitoring, analysis and reporting efforts of this nature also greatly assist us in determining practical priorities, eventually helping to set in motion initiatives like the ICAO Runway Safety Programme. This has been an especially multidisciplinary challenge for our community.

One of the more notable evolutions reflected in ICAO's new Strategic Objectives, and one which will be of special importance to airport operators, involves the stronger focus which has now been placed on the complementary aspects of our work in the fields of *Security and Facilitation*. In endorsing this Objective, the 38<sup>th</sup> Assembly confirmed ICAO's emphasis on achieving greater balance between effective control measures and system-wide connectivity and efficiency.

With respect to our efforts in support of the *Economic Development of Air Transport*, the establishment of core principles for consumer protection and greater emphasis on consumer or end-user satisfaction were recognized by the Assembly as a matter of priority for ICAO, as was the development of improved guidance on the impact of taxation and charges on air transport.

An important near-term implementation step in the Environmental domain was the establishment of an ICAO Council Environment Advisory Group (EAG), including industry participation, which now oversees the development of a global MBM scheme in line with the 38th Assembly's decision. This is in addition to the ongoing work which ICAO is undertaking on more operational environmental matters, such as the new aircraft noise Standard we realized last year or the new aircraft CO<sub>2</sub> Standard that we have been tasked with completing by the 39th Assembly, as well as improvement in air traffic management and operational efficiency and the use of alternative fuels. It is encouraging to note that ten APAC States have submitted their State Action Plan on Co<sub>2</sub> reduction.

Turning to security I wish to recall that the Beijing Protocol signed in 2010 adopted two new counterterrorism treaties devoted to improving aviation security. These Conventions also update provisions to promote cooperation between states in combating terrorism directed against civil aviation while emphasizing the human rights and fair treatment of terrorist suspects. I wish to take this opportunity to remind States to ratify the protocol.

Ladies and gentlemen, I have tried to describe both the growth and capacity challenges facing the global aviation system over the coming decades, in addition to the skilled personnel and training capacity shortfalls that continue to represent serious risks to related planning and goals.

I am pleased with the good work done by RSO during the first year of its operation and wish to convey my appreciation to the host State China as well to the Administrations who have supported the RSO with experts. I also wish to express my appreciation to the host Administrations who supported ICAO in organizing many major events in Asia Pacific- to name few- ICAO Air Cargo Development Forum in Zhengzhou, ICAO/CAAC Symposium on low Cost Carriers in Kunming China, ICAO Air Services Negotiation Event in Bali and International Aviation and Environment Seminar in Malaysia and States offering to host APAC meeting during political disturbances in Thailand.

Your region has done well in USOAP CMA with average effective implementation of 62%. I would encourage champion States extending support to the needy states either bilaterally or through COSCAPs & CASP.

I would also like to mention that ICAO is very interested in development of small Pacific Island States with regard to their aviation capabilities. We fully recognize the lack of resources both material and manpower in these States. Pacific Aviation Safety Organization (PASO) is supported by ICAO. The PASO project is a regional technical cooperation through intergovernmental finance and institutional development to improve safety and security standards within the aviation sector of the Pacific Islands participating countries. Given the small and fragmented nature of the Pacific aviation sector, it is difficult to provide the necessary oversight on a national and regional basis to ensure adequate provision. Aggregation of services or functions on a regional basis creates economies of scale and scope that transform their provision. ICAO will be signing a MOC with PASO during this conference to further our relationship with Pacific Island States.

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

Ladies and gentlemen, in closing now, let me remind you that as of 7 December this year ICAO will complete 70 years of service to the global aviation community as the leading forum where governments and industry meet.

Finally I wish you very productive deliberations and I will look forward to the outcome of this 51<sup>st</sup> DGCA Conference. The implementation of your decisions will go a long way to improving the safety and efficiency of air navigation in this region, while reducing the impact of flight operations on the environment.

Thanks for your attention.

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**51<sup>ST</sup> CONFERENCE OF DIRECTORS GENERAL OF CIVIL AVIATION  
ASIA AND PACIFIC REGIONS**

**WELCOME ADDRESS BY  
DIRECTOR-GENERAL OF CIVIL AVIATION, HONG KONG, CHINA**

Mr. John Tsang (Financial Secretary of the Government of the Hong Kong Special Administrative Region),  
Dr. Aliu (President of Council of ICAO, Dr. Olumuyiwa Benard Aliu),  
Mr. Benjamin (Secretary General of ICAO, Mr. Raymond Benjamin),  
Mr. Mishra (Regional Director of ICAO Asia and Pacific Office, Mr. Arun Mishra),  
Directors General, distinguished delegates, Ladies and Gentlemen,

1. We are privileged and honoured to be the host of the 51st Conference of Directors General of Civil Aviation, Asia and Pacific Regions. Please accept my warmest welcome to the conference.

2. The DGCA Conference is unique. It provides a forum for directors general and senior executives of civil aviation authorities to discuss issues pertaining to the various aspects of civil aviation, and facilitates bilateral and regional cooperation in areas of common interest. This forum also provides an essential platform for leaders of the aviation authorities of the region to establish personal contact and foster close rapport to facilitate our common pursuit for safety and security in civil aviation.

3. This year, as mentioned by the President of the Council of ICAO in his speech, in addition to the usual Agenda Items under the Theme Topic “Rise to Future Challenges in Aviation through Closer Collaboration and Harmonization”, we have a new Item on “Emerging Issues in Aviation”. Under this item, we shall consider a number of new challenges such as global flight tracking and risks within conflict zones. It is indeed the right time to include this Agenda Item and your active participation in the discussion would be vital to the successful resolution of some of our common safety concerns.

4. Mr Tsang in his speech has highlighted the macro development of Hong Kong in terms of aviation. I would like to provide you with the more micro changes that the Hong Kong CAD is implementing. The evolving Standards for the safe and orderly development of international civil aviation have brought fundamental changes to the civil aviation landscape. Hong Kong CAD is proactively embracing these changes by adapting our practices and upgrading our services.

5. With the new CAD Headquarters, we have re-organized the structure of Civil Aviation Department and transformed an existing division into one with dedicated resources responsible for safety management: the Air Services and Safety Management Division. The new division has taken on board more responsibilities to enable CAD to implement the new global aviation safety initiatives, including the new ICAO Annex 19

