

**52<sup>nd</sup> Conference of Directors General of Civil Aviation  
Asia and Pacific Regions**

**FINAL REPORT**

Manila, Philippines : 26 to 30 October 2015

**52<sup>nd</sup> Conference of Directors General of Civil Aviation  
Asia and Pacific Regions**

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**PROGRAMME**

**Sunday, 25 October 2015**

- 14:00 – 18:00            Early Registration of Conference Delegates
- 18:00 – 20:00            Welcome Reception

**Day 1: Monday, 26 October 2015**

- 08:00 – 09:00            Registration of Conference Delegates
- 09:00 – 10:30            Opening Ceremony and Group Photograph Session
- 10:30 – 11:00            Coffee Break
- 11:00 – 12:30            RASG and RASCF Meetings
- 12:30 – 13:30            Lunch
- 13:30 – 15:30            RASG and RASCF Meetings
- 15:30 – 16:00            Coffee Break
- 16:00 – 17:00            RASG and RASCF Meetings
- 18:00 – 20:00            Welcome dinner

**Day 2: Tuesday, 27 October 2015**

- 09:00 – 10:30            RASG and RASCF Meetings
- 10:30 – 11:00            Coffee Break
- 11:00 – 12:30            RASG and RASCF Meetings
- 12:30 – 14:00            Lunch
- 14:00 – 15:30            RASG and RASCF Meetings
- 15:30 – 16:00            Coffee Break
- 16:00 – 17:00            RASG and RASCF Meetings

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**Day 3: Wednesday, 28 October 2015**

09:00 – 10:30	DGCA Conference Administrative Arrangements
10:30 – 11:00	Coffee Break
11:00 – 12:30	Conference Sessions
12:30 – 14:00	Lunch
14:00 – 15:30	Conference Sessions
15:30 – 16:00	Coffee Break
16:00 – 17:00	Conference Sessions

**Day 4: Thursday, 29 October 2015**

09:00 – 10:30	Conference Session
10:30 – 11:00	Coffee Break
11:00 – 12:30	Conference Sessions
12:30 – 14:00	Lunch
14:00 – 15:30	Conference Sessions
15:30 – 16:00	Coffee Break
16:00 – 17:00	Conference Sessions
18:00 – 21:00	Farewell Dinner

**Day 5: Friday, 30 October 2015**

09:00 – 10:30	Conference Session
10:30 – 11:00	Coffee Break
11:00 – 12:00	Closing Ceremony
12:00 – 14:00	Lunch

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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 3.3:   Air Navigation Matters
- 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

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

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

The 52<sup>nd</sup> Conference of Directors General of Civil Aviation (DGCAs), Asia and Pacific Regions was hosted by Civil Aviation Authority of Philippines and was held at the Philippine International Convention Center, Manila, Philippines.

The Conference commenced with the official opening ceremony at 0900 hours on Monday, 26 October 2015. It was attended by 290 Delegates from 34 States/Administrations, 12 International Organizations.

The Director General Civil Aviation Authority of Philippines, LT Gen William K Hotchkiss III AFP (RET) extended a warm welcome to all the delegates of the 52<sup>nd</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 for his 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 CAAP is included at **Attachment 1** to this Report.

In his address HON Joseph Emilio Aguinaldo Abaya, Secretary, Department of Transportation and Communications welcomed the Delegates and expressed gratitude to ICAO and CAAP in organizing the DGCA Conference.

The ICAO APAC Regional Director, Mr. Arun Mishra extended a warm welcome to all the delegates of the 52<sup>nd</sup> DGCA Conference and thanked the CAA of the Philippines for the excellent arrangements. The full text of the speech of ICAO Regional Director is included at **Attachment 2** to this Report

In his address, the President of the Council of ICAO, Dr. O.B. Aliu thanked the Civil Aviation Authority of the Philippines 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 3** to this Report.

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

The first working session of the Conference commenced at 0900 hours on Wednesday, 28 October 2015. The ICAO Regional Director, Mr. Arun Mishra, as Secretary of the Conference, welcomed all participants to the 52<sup>nd</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 opening 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 HKCAD Mr. Norman Lo proposed DG CAAP LT Gen William K Hotchkiss III, to be the Chairperson of the 52<sup>nd</sup> Conference of Directors General of Civil Aviation, Asia and Pacific Regions. He provided a brief resume of LT Gen William K Hotchkiss illustrious career achievements, wide management experience and expressed confidence that LT Gen Hotchkiss would provide able leadership to the Conference. This was supported by the Head of Delegation from Bangladesh.

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LT Gen William K Hotchkiss assumed the Chair and thanked the delegates for the honour bestowed upon him and for the confidence placed in him. He assured the Conference that he would do his best to discharge the responsibility of facilitating the proceedings of the Conference.

**IV. ELECTION OF VICE-CHAIRPERSON**

The Chairperson then called for nominations for the Vice-Chairperson. The Head of Delegation from CAA Macao proposed Mr. Parakrama, Additional Director General of Civil Aviation, Civil Aviation Authority of Sri Lanka for the position. This was supported by the Head of Delegation from New Zealand. Mr. Parakrama was unanimously elected as Vice-Chairperson of the Conference.

Mr. Parakrama thanked the delegates for the honor bestowed on him and informed the Conference of Sri Lanka's intent to host the 53<sup>rd</sup> DGCA Conference in August 2016. He extended an invitation to all States/Administrations in the APAC Region and the International Organizations to the 53<sup>rd</sup> DGCA Conference in Colombo, Sri Lanka.

**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	Mr. Graeme Harris
Air Navigation Matters	3.3	Mr. Norman Lo
Economic Development of Air Transport	3.4	Ms. M. Sathiyavathy
Aviation and Environment	3.5	Mr. Sanjeev Gautam
Technical and Regional Cooperation	3.6	Mr. SHUM Jin-Chyi Kevin
Other Business	3.7	Ms. Vinolia K. Salesi

**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:**

*“Evolving the New Generation Aviation Professionals towards a Harmonized, Safe, Secure and Green Asia Pacific Sky”*

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

**3.1.1** 7 Discussion Papers and 4 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	Theme Topic: “Evolving the New Generation Aviation Professionals towards a Harmonized, Safe, Secure and Green Asia Pacific Sky”	ICAO
DP/3.1/2	The ICAO Next Generation of Aviation Professionals (NGAP) Programme	ICAO
DP/3.1/4	Implementation of QMS for Aviation Training Organizations: Sustaining a Culture of Quality	Malaysia
DP/3.1/5	Aerodrome Safety Management Professional Supported by ICAO TRAINAIR PLUS	Republic of Korea
DP/3.1/7	Enhancement to Regulatory Framework for the Competency of Air Traffic Safety Electronic Personnel	Singapore
DP/3.1/8	Achievements Made by Revamping Conventional Communications, Navigation and Surveillance (CNS) Technical Training to Competency-Based Air Traffic Safety Electronics Personnel (ATSEP) Model	Hong Kong China
DP/3.1/10	Strengthening of the Regional Cooperation for the Trainings for ATM Professionals	Japan

**3.1.2 DP/3.1/1 EVOLVING THE NEW GENERATION AVIATION PROFESSIONALS TOWARDS A HARMONIZED, SAFE, SECURE AND GREEN ASIA PACIFIC SKY**

3.1.2.1 The Paper noted that the international aviation community had recognized the anticipated shortage of skilled aviation professionals in the near future. The paper also noted that in order to address this important issue ICAO launched the NGAP initiative to ensure that enough qualified and competent aviation professions were available to operate, manage and maintain the future international air transport system.

3.1.2.2 The Paper further noted that extensive increase in the use of high technology across every major industrial sector had led to tremendous competition across all industries for qualified technical personnel. Lack of timely supply of qualified aviation professionals can slow down the growth process which will have a cascading effect on all areas of the economy. Industry also needed to take steps to attract the best talent by providing benefits and compensation which

are comparable to the best offered by their competitors. Increased coordination amongst States on required training needs and course offerings, whether globally, regionally or locally, will therefore be essential to meeting the projected global demand for our aviation professionals of the future. In conclusion the Conference encouraged States in the region to identify their future manpower requirements for aviation professionals and take immediate necessary action to invest in training facilities.

**3.1.3 DP/3.1/2 THE ICAO NEXT GENERATION OF AVIATION PROFESSIONALS (NGAP) PROGRAMME**

3.1.3.1 The ICAO Next Generation of Aviation Professionals (NGAP) Programme was launched to help ensure that enough qualified and competent aviation professionals were available to operate, manage and maintain the future international air transport system. This was especially critical as a large contingent of the current generation of aviation professionals will retire, access to affordable training and education was increasingly challenging, and aviation competed with other industry sectors for attracting highly skilled professionals.

**3.1.4 DP/3.1/4 IMPLEMENTATION OF QMS FOR AVIATION TRAINING ORGANIZATIONS: SUSTAINING A CULTURE OF QUALITY**

3.1.4.1 The Paper noted that aviation training institutions had a frontline role in fulfilling the significant training requirements for the ICAO NGAP initiative and evolving the next generation of aviation professionals. An Approved Training Organization (ATO) should design, operate and maintain a QMS to ensure that training and instructional practices were developed, managed, delivered and sustained in accordance with ICAO Standards and Recommended Practices outlined in ICAO Annex 1. An ATO that supports its Quality Assurance (QA) plan with a well-designed, implemented and maintained quality system structure should be able to easily and repeatedly achieve results that exceed both the requirements of the applicable national regulations and the expectations of the ATO's clients. An institutionalized and robust quality system meeting the ISO 9001 standards will enable an ATO to protect the integrity and quality of its training programmes and reputation for delivering quality products and services. A strong *culture of quality* was a key component to a training organization's success.

3.1.4.2 The Conference urged States in the region who were in the process of investing in modern training facilities give equal attention to the academic input and sustained a culture of quality within their aviation training organizations, to ensure the quality and excellence of the future aviation personnel.

**3.1.5 DP/3.1/5 AERODROME SAFETY MANAGEMENT PROFESSIONAL SUPPORTED BY ICAO TRAINAIR PLUS**

3.1.5.1 The Paper noted that in October 2014 the ICAO Council approved the first edition of Doc 9981, *Procedures for Air Navigation Services (PANS) – Aerodromes*. The PANS, which becomes applicable on 10 November 2016, complements Annex 14 - *Aerodromes*, Volume I – *Aerodrome Design and Operations* by establishing procedures for safety assessments and aerodrome compatibility studies. The Paper recognized that aircraft accidents and serious incidents could occur in or near the aerodrome. The Paper also noted that Republic of Korea (ROK), in cooperation with ICAO TRAINAIR PLUS, was developing a new training course that covers the implementation of the PANS-Aerodromes in the context of an aerodrome Safety Management System (SMS). The training course was aimed at aerodrome safety professionals and aerodrome regulators and would be available to Regional Member States as of mid-2016. The Paper invited the Conference to note and recognize the importance of applying the PANS-Aerodromes to manage the safety of aerodrome operations in their country.

**3.1.6 DP/3.1/7 ENHANCEMENT TO REGULATORY FRAMEWORK FOR  
THE COMPETENCY OF AIR TRAFFIC SAFETY  
ELECTRONIC PERSONNEL**

3.1.6.1 The Paper noted that Air Traffic Safety Electronic Personnel (ATSEP) was the term used to refer to personnel involved in engineering works such as the procurement, installation, operation and maintenance of CNS/ATM (Communication, Navigation, Surveillance /Air Traffic Management) systems. The Paper also noted that ICAO had included new requirements for establishing a competency-based training and assessment programme for ATSEP in the PANS-Training (Doc 9868), envisaged for applicability in November 2016. The Paper further noted that the implementation of these requirements was, however, optional.

3.1.6.2 The Paper highlighted that Singapore supported ICAO's new recommendations in the PANS-training and recognized that ATSEP played a significant role in the aviation safety chain. The Paper reported that in this regard CAAS would be enhancing its regulatory framework with regard to the training and competency of ATSEP. The enhanced framework would cover two main areas – training and competency assessment of the ATSEP.

3.1.6.3 The Paper reiterated that through the new recommendations in the PANS-training, States could enhance competency for their ATSEP, and achieve a consistent standard of training across States and thereby promoted harmonization of standards globally. It would also help to enhance the overall level of aviation safety. The Paper further noted that Singapore's plan provided a possible reference point for other States which were considering using the PANS-training for their ATSEP.

3.1.6.4 In conclusion the Conference encouraged States to adopt ICAO's new recommendations in the PANS-training on competency of ATSEP.

**3.1.7 DP/3.1/8 ACHIEVEMENTS MADE BY REVAMPING CONVENTIONAL  
COMMUNICATIONS, NAVIGATION AND SURVEILLANCE (CNS)  
TECHNICAL TRAINING TO COMPETENCY-BASED AIR TRAFFIC  
SAFETY ELECTRONICS PERSONNEL (ATSEP) MODEL**

3.1.7.1 The Paper shared Hong Kong, China's achievement in pursuing the ICAO's NGAP initiative and noted that since early 2011 Hong Kong, China had proactively set up a task force to revamp the CNS technical training of the frontline maintenance staff to become the more structured competency-based ATSEP model.

3.1.7.2 The Paper also noted that assessments had been made for gaps between the existing training framework and the ATSEP model and a bridging mechanism had been devised. The Paper reported that subsequent to the endorsement of the ATSEP training manual, it was planned that all the frontline maintenance staff for ATM and CNS equipment would achieve ATSEP certification towards the end of 2015.

3.1.7.3 The Paper further reported that arrangement had been made with the Hong Kong Institution of Engineers (HKIE) to accredit ATSEP certified personnel to be its Associate Members, which would further promote the status of ATSEP training in Hong Kong, China.

**3.1.8 DP/3.1/10 STRENGTHENING OF THE REGIONAL COOPERATION FOR  
THE TRAININGS FOR ATM PROFESSIONALS**

3.1.8.1 The Paper noted that to ensure the safe and effective air navigation with the significant air traffic growth, it was essential to provide quality training for ATM professionals.

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The Paper reported that with the upcoming amendment of PANS-Training which included competency based training; Japan considered the improvement activities for training system. Furthermore, to achieve “SEAMLESS SKY” in Asia/Pacific Region, Japan insisted that in addition to seamless operational procedures and aviation infrastructures, the performances of ATM professionals should also be “SEAMLESS” to provide seamless ATM services.

3.1.8.2 The Paper reiterated that Japan recognized the importance of seamless performances of ATM professionals along with the modernization of services and facilities based on Asia/Pacific Seamless ATM Plan, through strengthening the regional cooperation in training of ATM professionals in addition to sharing each State’s information and best practices.

**3.1.9 DISCUSSIONS ON THE PAPER PRESENTED**

3.1.9.1 DP/3.1/7 and DP/3.1/8

Philippines supported the paper presented by Singapore and Hong Kong China. To a query from CANSO, Hong Kong China noted that the ATSEP training model has been extended to the CNS & ATM equipment maintenance Contractor. On Nepal’s query Singapore stated that they foresee the challenges in the implementation of the type certificate for CNS equipment.

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

**3.2.1** 1 Discussion Paper was received under this Agenda Item and presented:

<b>REF.</b>	<b>TITLE</b>	<b>PRESENTED BY</b>
DP/3.2/1	Responses from Administrations to Action Items Arising from the 51 <sup>st</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 51<sup>st</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 51<sup>st</sup> Conference of DGCAs.

3.2.2.2 The Conference was informed that 19 States/Administrations in addition to France and USA had provided their response. This constituted about 48 percent of the States/Administrations that the Asia Pacific Office is accredited to. 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 proper 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 51<sup>st</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 51<sup>st</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: AIR NAVIGATION MATTERS**

**Moderator** Mr. Norman Lo  
Director-General of Civil Aviation  
Civil Aviation Department of the Government of the  
Hong Kong Special Administrative Region

**3.3.1** 25 Discussion Papers and 26 Information Papers were received under this Agenda Item. Discussion Papers listed below were presented:

<b>REF.</b>	<b>TITLE</b>	<b>PRESENTED BY</b>
DP/3.3/1	APANPIRG Activities – Outcomes of APANPIRG/26	ICAO
DP/3.3/2	Airport-to-Airport Mutual Aid – The Disaster Operations Group (DOG) Concept	USA
DP/3.3/3	Updated ICAO Position for ITU WRC-15	ICAO
DP/3.3/4	Rocket Launch Airspace Closures	IATA
DP/3.3/5	Volcanic Events – The Need for a Collaborative Approach	IATA
DP/3.3/6	Measuring ATM Performance	CANSO
DP/3.3/7	ASBU Best Practices and Implementation Course	Singapore & CANSO
DP/3.3/8	Review of Cost Benefits for the Initial Phase of ADS-B Implementation over the South China Sea	Singapore & CANSO
DP/3.3/9	Proposal for a Collaborative Asia-Pacific Approach to RPAS Regulation	New Zealand and Singapore
DP/3.3/11	Effectiveness for Preparation of Temporally Equipment	Japan
DP/3.3/12	Mini Global Demonstration Participation to Foster Global Interoperability and Enhance Air Traffic Management	Japan, Singapore, and Thailand
DP/3.3/13	Need for SARPS on Type Approval of CNS Equipment for Ensuring Compliance with Annexes and PANS-ATM	Nepal
DP/3.3/14	Status of the Philippines PBN Implementation	Philippines
DP/3.3/17	Volcanic Ash	Indonesia

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DP/3.3/20	Distributed Multi-Nodal Air Traffic Flow Management (ATFM) Implementation in the Asia Pacific Region	Australia, Cambodia, China, Hong Kong, China, Indonesia, Malaysia, Philippines, Singapore, Thailand, Viet Nam, CANSO and IATA
DP/3.3/21	Achieving Sustainable Airport Development While Upholding Safety – A Perspective from Safeguarding of Communications, Navigation and Surveillance Equipment	Hong Kong China
DP/3.3/22	Transition from Aeronautical Information Services (AIS) to Aeronautical Information Management (AIM) in Hong Kong, China	Hong Kong China
DP/3.3/23	GAGAN Certification Accomplishments & GAGAN Adoption by States for Enabling APV (SBAS) / RNP 0.1 Services	India
DP/3.3/28	Implementation Plan of ADS-B in French Polynesia	France
DP/3.3/31	Beidou Navigation Satellite System and SARPs Development	China
DP/3.3/39	Implementation of Point Merge in Upper Airspace	France
DP/3.3/40	ADS-B Implementation in New Caledonia	France
DP/3.3/42	Update on the Seamless ATM Reporting Process and Regional Picture	ICAO
DP/3.3/43	NextGen Modernization and its Alignment with the Aviation System Block Upgrade Program	USA
DP/3.3/44	Regional Cooperation toward Aeronautical Information Management	Mongolia

**3.3.2 DP/3.3/1 APANPIRG ACTIVITIES – OUTCOMES OF APANPIRG/26**

3.3.2.1 This Paper provided an overview of the outcomes of APANPIRG/26 Meeting held in Bangkok, Thailand from 7 to 10 September 2015. The Conference noted the important issues addressed by the APANPIRG/26 Meeting and urged all States to provide full support to APANPIRG and its activities.

**3.3.3 DP/3.3/2 AIRPORT-TO-AIRPORT MUTUAL AID – THE DISASTER OPERATIONS GROUP (DOG) CONCEPT**

3.3.3.1 The Paper presented by the United States of America noted that their Disaster Operations Group (DOG), Airport-to-Airport Mutual Aid concept established a formalized framework to develop agreements and mutual aid programs directly between airports to aid them in recovery from the effects of natural and manmade disasters. The Paper also noted that application of this concept would directly benefit Asia Pacific airports. The concept had been proven and tested since 2004 by two U.S. Airport Disaster Operations Groups (SEADOG –

Southeast Airports Disaster Operations Group, and WESTDOG - Western Airports Disaster Operations Group). The Paper further noted that in addition, the ICAO NAM/CCAR/DOG project was currently exploring Airport Disaster Operations Group opportunities in the Caribbean with the latest effort being a proof-of-concept, pilot-project in Jamaica. This ICAO project was working to establish agreements and disaster protocols in the Caribbean based upon the success of SEADOG/WESTDOG. This Paper detailed the concepts of the disaster operations group and highlighted the potential value of this concept to the APAC Region.

### **3.3.4 DP/3.3/3 UPDATED ICAO POSITION FOR ITU WRC-15**

3.3.4.1 The Paper presented the updated ICAO position for WRC2015 which was approved by the ICAO Council on 17 June 2015. The Paper noted that the next International Telecommunication Union (ITU) World Radio Communication Conference 2015 (WRC-15) was scheduled to be held from 2 to 27 November 2015 in Geneva, Switzerland. The Paper also noted that active support from ICAO member States was expected to ensure that the results of the ITU WRC-15 reflect civil aviation's need for spectrum. WRC-15 Agenda Items of particular interest to aviation and Agenda Items of importance were highlighted including ICAO position for new agenda item on Global Flight Tracking (GFT). The Paper also recalled that APANPIRG in September 2012 adopted Conclusion 23/37 urging States to develop national position in line with ICAO position to ensure the availability and protection of spectrum for aviation use. The Conference urged States to arrange aviation experts for ITU WRC-15 in their national delegation to support ICAO position during the ITU Conference.

### **3.3.5 DP/3.3/4 ROCKET LAUNCH AIRSPACE CLOSURES**

3.3.5.1 The Paper presented an overview of issues faced by airlines due to the frequent closure of large portions of airspace for rocket launches and space "reentry" events.

3.3.5.2 The Paper noted that Airline experience showed an urgent need to improve co-ordination among ANSPs and airlines, which addressed the following areas:

- Advance notice required for planning purposes;
- Timing of Launches outside busy civil flight periods and away from busy routes;
- Reopening of airspace – while the responsible State may reopen its airspace by NOTAM cancellation. Often other effected States and airspace do not take timely action to reopen airspace because of a lack of coordination and focus.

3.3.5.3 The Paper also noted that airlines conservatively estimated an average cost per event of USD250000 per airline affected and reported that as a result of an IATA Paper to ATM SG, ICAO had undertaken to develop a guidance material.

### **3.3.6 DP/3.3/5 VOLCANIC EVENTS – THE NEED FOR A COLLABORATIVE APPROACH**

3.3.6.1 The Paper noted that as the Asia Pacific Region was contained in the ring of fire, the region would see regular volcanic events affecting aviation operations. The Paper reported that following an eruption the first information received by operators was a NOTAM and often this was the only notification operators would receive from State until the NOTAM is cancelled.

3.3.6.2 The Paper also noted that for operators, the key to managing the impact of volcanic events was the sharing of timely and accurate information to assist in their decision making processes. However, typically, the aviation industry was not involved or included in the

decision making process, with particular reference to the closure of aerodromes. The Paper recalled recent events, relating to an eruption in one State, have highlighted the need for a collaborative approach amongst all stakeholders in ensuring critical information was available to all parties in a timely manner.

3.3.6.3 The Paper highlighted that given the significant disruptive and economic impact of an aerodrome closure, the State concerned should take a proactive approach to collaboratively work with stakeholders (including other States) in ensuring information is shared regularly.

3.3.6.4 The Conference noted the proposed mechanism to improve the collaborative sharing of information and decision making and urged States to consider these proposals.

### **3.3.7 DP/3.3/6 MEASURING ATM PERFORMANCE**

3.3.7.1 The CANSO Paper noted the growing need to measure ATM performance as the region pushes ahead with the implementation of its Seamless ATM Plan. The Paper highlighted two of CANSO publications entitled *Global ANS Performance Report 2014 and Recommended KPIs for measuring ANSP Operational Performance*. The Paper also noted that the second publication provided a set of recommended KPIs for measuring ANSP operational performance that would enable ANSPs to identify areas for improvement and action to be taken to improve their performance. While the publication spelled out a full complement of KPIs it recommended that ANSPs select those measures and KPIs that were most appropriate for their level of maturity and the resources they can devote in managing and tracking the selected KPIs. The Conference encouraged States and ANSPs to make use of the CANSO publications in their deliberations on ATM performance measurement.

### **3.3.8 DP/3.3/7 ASBU BEST PRACTICES AND IMPLEMENTATION COURSE**

3.3.8.1 The Paper jointly presented by Singapore and CANSO emphasized the need for ATM planners and decision makers in the region to acquire the knowledge and best practices associated with the planning process essential for the successful implementation of the ASBU modules. The Paper highlighted the CANSO ASBU implementation guidance publication and the recently concluded ASBU implementation course jointly organised with MITRE and the Singapore Aviation Academy. The Conference encouraged States and ANSPs to avail themselves of the CANSO ASBU guidance publication and the ASBU training opportunities.

### **3.3.9 DP/3.3/8 REVIEW OF COST BENEFITS FOR THE INITIAL PHASE OF ADS-B IMPLEMENTATION OVER THE SOUTH CHINA SEA**

3.3.9.1 The Paper noted that the review of the cost benefit study for the first phase of ADS-B implementation over the South China Sea was jointly conducted by CANSO with Civil Aviation Authority of Singapore following the completion of the initial phase of ADS-B implementation over the South China Sea and the subsequent reduction in aircraft longitudinal separation from 80-50 NM to 30NM on L642 and M771 in July 2014. The Paper highlighted the positive cost benefits analysis and noted that the successful implementation of the initial phase of the South China Sea should provide a strong impetus for similar collaborative arrangements in the region. States with ADS-B implementation plans were encouraged to explore ADS-B data sharing arrangements with their neighbors and to expedite implementation of similar ADS-B collaboration over the Bay of Bengal and the rest of the South China Sea.

**3.3.10 DP/3.3/9 PROPOSAL FOR A COLLABORATIVE ASIA-PACIFIC  
APPROACH TO RPAS REGULATION**

3.3.10.1 The Paper noted that the rapid growth of Remotely Piloted Aircraft Systems (RPAS) use had given rise to a new and dynamic sector of aviation and aviation participants. The Paper also noted that this development comes with a number of difficult challenges that regulators around the world were searching for the best ways to manage. These challenges include the rise of new participants, decentralized research, development, production and use, coupled with a general deficit of information about UAV operation.

3.3.10.2 The Paper reported that New Zealand and Singapore recently updated their respective regulations for RPAS, and in doing so, each State faced the challenges noted above.

3.3.10.3 The Paper also noted that in June 2015, Singapore introduced an enhanced two-permit system to address the key safety considerations it had identified, whilst still retaining the traditional commercial-recreational split in regulatory requirements.

3.3.10.4 Through this Paper New Zealand and Singapore sought to ensure that the lessons learnt during the process of redeveloping their rules can be shared with other regulators, and vice versa. The Paper proposed the creation of an information sharing platform to share developments in RPAS usage and regulation across regulators in the Asia-Pacific Region and invited the Conference on a means for achieving this.

**3.3.11 DP/3.3/11 EFFECTIVENESS FOR PREPARATION OF TEMPORALLY  
EQUIPMENT**

3.3.11.1 The Paper shared the importance to prepare temporally equipment to secure a certain Air Traffic Control function of an airport when an equipment of the airport was destroyed by catastrophe.

3.3.11.2 The Paper reported that on April 14, 2015, at the Hiroshima airport, which is 700 km west from Tokyo, ILS LOC antenna was destroyed by a passenger aircraft. JCAB recovered the LOC by setting up temporary LOC only 3 weeks after the accident. This recovery contributed safety operation and reduced a large number of cancellations of commercial flight.

3.3.11.3 In conclusion the Paper suggested that the effective solution for recovering from disasters was stockpiling temporally equipment.

**3.3.12 DP/3.3/12 MINI GLOBAL DEMONSTRATION PARTICIPATION TO FOSTER  
GLOBAL INTEROPERABILITY AND ENHANCE AIR TRAFFIC  
MANAGEMENT**

3.3.12.1 The Paper reported that JCAB (Japan Civil Aviation Bureau), CAAS (Civil Aviation Authority of Singapore), and AEROTHAI (Aeronautical Radio of Thailand Limited) participated in the Mini Global Demonstration project led by FAA (Federal Aviation Administration) to exhibit the globally interoperable systems designed based on SWIM (System-Wide Information Management) concept and the use of internationally standardized information exchange models, i.e. FIXM (Flight Information Exchange Model), AIXM (Aeronautical Information Exchange Model), and IWXXM (ICAO Weather Information Exchange Model), in support of ICAO Global ATM Operational Concept and Global Air Navigation Plan (GANP).

3.3.12.2 The Paper also noted that following the accomplishment of the Mini Global Demonstration Phase I (MG I) in September 2014, the Mini Global Demonstration Phase II (MG II) was planned to be conducted in April 2016. It was expected that the use cases to be tested during MG II will be able to help investigating how SWIM can be used to support the Distributed Multi-Nodal ATFM effort currently undertaken and exploring how Globally Unique Flight Identifiers (GUFIs) were assigned and handled for transit flights where the same aircraft was used for both legs of the flight with a short turn-around time. Additionally, the other interest was on the management of data governance by the global enterprise messaging service providers.

3.3.12.3 The Paper further noted that ICAO will schedule a SWIM Workshop for April-June 2016 in accordance with APANPIRG Conclusion 25/43 – Promote understanding of SWIM in APAC Region with focus on both technical and operational aspects for SWIM development. It can be thus considered that the MG II participation and the demonstration to be conducted will help support ICAO’s Strategic Objective by increasing the awareness about SWIM as well as the understanding on the possible benefits SWIM may bring to the global ATM.

**3.3.13 DP/3.3/13 NEED FOR SARPS ON TYPE APPROVAL OF CNS EQUIPMENT FOR ENSURING COMPLIANCE WITH ANNEXES AND PANS-ATM**

3.3.13.1 The Paper noted that ICAO SARPS and the PANS-ATM (Doc 4444) required CNS equipment used for providing air traffic services to possess a very high level of reliability, availability and integrity in order to ensure the highest possible level of safety of flights. The Paper also noted that ANSPs dependence on ATC automation had grown tremendously over the years.

3.3.13.2 The Paper further noted that as CNS equipment was designed and manufactured in very few countries only, equipment manufacturer’s claims on matters of compliance with SARPs as well as PANS-ATM have to be accepted on face-value alone that may not suffice for establishing a Contracting States’ compliance with its obligations under the Annexes and PANS.

3.3.13.3 The Paper reported that introduction of SARPs on type approval by the State-of-manufacture of equipment provided an effective way of remediation of this situation where by the concerned aviation regulators (or the CAAs) were a logical choice for the competent authority for the certification (Type Approval) of equipment being developed and produced. This mechanism of type approval would not only obviate duplication of efforts in the name of individual certification by States, but would also allow Contracting States like Nepal to conclusively establish compliance on matters of safety.

**3.3.14 DP/3.3/14 STATUS OF THE PHILIPPINES PBN IMPLEMENTATION**

3.3.14.1 The Paper updated the Status of the Philippines PBN implementation and noted the benefits of implementing PBN routes at some of the airports in Philippines.

3.3.14.2 The Paper also noted that RNAV visual procedure is not discussed or covered in ICAO Doc 9613 PBN Manual. The lack of available ICAO guidance material on the subject of RNAV visual procedure (not until 2018) has led to the reluctant acceptance of the procedures notwithstanding its many possible positive benefits.

**3.3.15 DP/3.3/17 VOLCANIC ASH (VA)**

3.3.15.1 The Paper by Indonesia shared the experience of Raung Mountain Eruption concerning implementation disaster alert, disaster response status for aviation and safety aspects of flight operations.

3.3.15.2 The Paper identified problems related to the distribution of volcanic ash cloud information. It noted that the volcanic ash polygon provided by VAAC may not be precise and the operators need to be well informed whether the airspace was contaminated by VA or not.

**3.3.16 DP/3.3/20 DISTRIBUTED MULTI-NODAL AIR TRAFFIC FLOW  
MANAGEMENT (ATFM) IMPLEMENTATION IN THE ASIA  
PACIFIC REGION**

3.3.16.1 The Paper noted that Cross-border Air Traffic Flow Management (ATFM) based on the concept of the distributed Multi-Nodal ATFM network was considered an effective tool in striving to achieve a smooth and efficient flow of air traffic within the region.

3.3.16.2 The Paper also noted that several States within the Asia Pacific Region were committed to validate the Multi-Nodal ATFM concept in the operational environment. Thus far, the experience gained from the ATFM Operational Trial has highlighted the importance of establishing a robust communication framework for efficient and effective information sharing and dissemination of take-off time restrictions within individual nodes and between nodes at cross border level to support ATFM operation between several ANSPs. This trial also provided the opportunity to further enhance the refinement of operational procedures in preparation for a harmonized regional implementation of cross-border ATFM. The progress in the subsequent stages of the trial will be shared at various platforms to provide updates and create greater ATFM awareness within the aviation community.

3.3.16.3 The Paper reported that ATFM Operational Trial had set the stage for harmonized regional cross-border ATFM operations and the need for States to work together to develop the implementation of ATFM in the Asia Pacific Region. The ICAO ATFM Steering Group provided an excellent platform for States to collaborate and progress with ATFM implementation.

**3.3.17 DP/3.3/21 ACHIEVING SUSTAINABLE AIRPORT DEVELOPMENT WHILE  
UPHOLDING SAFETY – A PERSPECTIVE FROM  
SAFEGUARDING OF COMMUNICATIONS, NAVIGATION AND  
SURVEILLANCE EQUIPMENT**

3.3.17.1 The Paper noted that in order to meet the air traffic growth arising from economic development, various infrastructure development projects at the Hong Kong International Airport (HKIA) or its vicinity have been on-going. The Paper also noted that such developments would inevitably constitute changes in the operating environment for signal transmission of the CNS equipment and such changes, if not anticipated nor properly managed, may lead to degradation in performance of the CNS equipment which would ultimately affect normal operations of Air Traffic Control (ATC) and the HKIA.

3.3.17.2 The Paper reported that Hong Kong China shared their successful experience and highlighted the importance in having close cooperation between infrastructure project owners and Civil Aviation Authorities (CAAs)/Air Navigation Service Providers (ANSPs) to perform assessment on impacts to CNS equipment and incorporate mitigating measures in the early planning stage. Owners of the development projects were required to engage specialists to perform detailed technical assessment on potential impacts to CNS equipment. CAAs/ANSPs would undertake to review outcomes of the detailed assessments and mitigating measures. As the development project was still in the early planning stage, mitigating measures will focus on possible modifications of the planned infrastructure which can be incorporated in a cost-effective manner without causing impacts to CNS equipment. CAAs/ANSPs will keep monitoring performance of the CNS equipment throughout preparation, construction and post-implementation stages of the development.

3.3.17.3 The Paper also reported that Hong Kong China had been developing the next generation of aviation professionals specialized in CNS equipment safeguarding to provide the necessary technical support to conduct the assessment. This work demarcation and cooperation mechanism between project owners and CAAs/ANSPs serves as a good reference for sustainable development projects at an airport while upholding flight safety.

**3.3.18 DP/3.3/22 TRANSITION FROM AERONAUTICAL INFORMATION SERVICES (AIS) TO AERONAUTICAL INFORMATION MANAGEMENT (AIM) IN HONG KONG, CHINA**

3.3.18.1 The Paper noted that implementation of AIM is one of the Aviation System Block Upgrade (ASBU) items and that the transition from AIS to AIM, from product-centric to data-centric, would bring about new sources and types of aeronautical information/data while at the same time the quality and timeliness of the information/data provided to the end user was enhanced. The Paper also noted that the move from AIS to AIM was a complex process as it required the implementation of new technologies, training of new skill set for AIS personnel, and adapting to significant change in mode of operation.

3.3.18.2 The Paper further noted that currently, Hong Kong, China was in the midst of Phase 2 of the implementation plan, in line with the ICAO Roadmap for transition from AIS to AIM. Like the majority of States, Hong Kong, China had been experiencing some challenges during the transition and accordingly developed some strategies to overcome the challenges.

3.3.18.3 The Paper reported that by taking positive steps such as implementing AIM and keeping close liaison with ICAO, the identified issues can eventually be resolved and invited ICAO to assist States in overcoming the hurdles as necessary.

**3.3.19 DP/3.3/23 GAGAN CERTIFICATION ACCOMPLISHMENTS & GAGAN ADOPTION BY STATES FOR ENABLING APV (SBAS) / RNP 0.1 SERVICES**

3.3.19.1 The Paper presented India's major accomplishment on certified GAGAN (SBAS) services for both enroute and landing operations in the equatorial region, thus becoming the third State to develop and certify APV 1 operations and the first State in the Asia Pacific Region. The Paper also presented the update on the performance of GAGAN systems and contours of the signal-in-space. The Paper reported that India had offered assistance in the implementation of SBAS services to States falling within GAGAN APV service volume and GAGAN footprint. The Paper aimed to achieve regional harmonization for GNSS implementation.

3.3.19.2 The paper taking note of the emerging GNSS technology and adoption of GAGAN/SBAS by India, invited the Conference to urge States: a) to adopt SBAS in the Asia Pacific Region as an enabler for PBN operations; and b) to make use of existing GNSS/SBAS technology in the Region.

**3.3.20 DP/3.3/28 IMPLEMENTATION PLAN OF ADS-B IN FRENCH POLYNESIA**

3.3.20.1 The Paper noted that the French ANSP (DSNA) had taken several measures to modernise French Polynesia CNS environment. Ground-based ADS-B surveillance had been planned for implementation in significant parts of its FIR. The Paper also noted that ADS-B technology will allow air traffic control to provide "radar like" separation in a larger airspace than now, increasing the airspace capacity, optimizing flight profiles and subsequent flight cost

efficiency, and decreasing delays. It would also improve the search and rescue service in a region where ocean represents the major part of the area.

**3.3.21 DP/3.3/31 BEIDOU NAVIGATION SATELLITE SYSTEM AND SARPS DEVELOPMENT**

3.3.21.1 The Paper noted that China was committed to continuously improve the performance of ATM system through technical innovations and the BeiDou Navigation Satellite System (BDS) developed by China would provide global positioning and timing services to international aviation communities. The BeiDou Navigation Satellite System (BDS) had been officially providing continuous and stable Open Service (OS) to the area which included most part of Asia/Pacific Region since December 27<sup>th</sup>, 2012, and it would provide global Open Service free of charge after it is fully deployed around 2020.

3.3.21.2 The Paper further noted that Multi Constellation GNSS would provide position and navigation service with more safety and efficiency and invited the Conference to encourage the States to test and monitor the performance of BDS, as the basic of application in APAC Region.

**3.3.22 DP/3.3/39 IMPLEMENTATION OF POINT MERGE IN UPPER AIRSPACE**

3.3.22.1 This Paper presented the implementation of upper airspace Point Merge in Paris ACC on 12 December 2013 for north-west arrivals to Paris Charles-de-Gaulle airport and the expected benefits.

**3.3.23 DP/3.3/40 ADS-B IMPLEMENTATION IN NEW CALEDONIA**

3.3.23.1 This Paper presented the status of implementation of Automatic Dependent Surveillance – Broadcast (ADS-B) in New Caledonia, in particular the implementation of ADS-B Tier 2 service level.

**3.3.24 DP/3.3/42 UPDATE ON THE SEAMLESS ATM REPORTING PROCESS AND REGIONAL PICTURE**

3.3.24.1 The Paper noted that the ICAO Doc 9750 Global Air Navigation Plan (2013-2028) contained the vision of an integrated, harmonized, and globally interoperable ATM System beyond 2028 and to achieve this objective the involvement and active participation of States from each of the 7 ICAO Regions in the world was essential. To facilitate the process each region was responsible for the adaptation of the GANPs global requirements in to the environment and specificity of the region, therefore the regional plan had to be created. The first version was published in 2013 as Asia/Pacific Seamless ATM Plan V1.0 and assumed the implementation of the GANPs ASBU Block 0 module together with regional needs.

3.3.24.2 The Paper further noted that the Asia/Pacific Seamless ATM Reporting process (implemented since November 2014) together with the regional picture as of 15 October 2015 was monitoring the implementation progress of Air Navigation Improvements in APAC Region against the objectives set forth by the GANP ASBU Block 0 and Seamless ATM plan V1.0.

3.3.24.3 The Paper reported that more than 50% of States/Administrations do not report yet their implementation progress and among the States reporting, the progress recorded will fail to meet the targets of the Seamless ATM plan.

**3.3.25      DP/3.3/43      NEXTGEN MODERNIZATION AND ITS ALIGNMENT WITH  
THE AVIATION SYSTEM BLOCK UPGRADE PROGRAM**

3.3.25.1      Air Traffic Management (ATM) modernization is worldwide and collaborative. The FAA and its representatives around the world work closely with ICAO, air navigation service providers and global industry partners to establish a harmonized framework for ATM modernization and ensure interoperability with NextGen.

3.3.25.2      In collaboration with its international partners, the FAA and the NextGen framework supported the technologies and procedures approved in the GANP and block upgrades. The GANP and block upgrades together serve as the framework and roadmap for the standardization and harmonization of ATM systems, and as a template for NextGen and other modernization programs.

**3.3.26      DP/3.3/44      REGIONAL COOPERATION TOWARD AERONAUTICAL  
INFORMATION MANAGEMENT**

3.3.26.1      The Paper noted that the future Air Traffic Management (ATM) system and its components such as Performance Based Navigation (PBN), Area Navigation (RNAV), airborne computer-based navigation systems and data link systems would depend extensively on the provision of real-time, relevant, accurate and quality-assured navigation data compiled from aeronautical information.

3.3.26.2      This Paper signified collaboration as a successful tool in achieving the regionally harmonized AIM implementation towards a harmonized, safe, secure and green Asia Pacific Sky and highlighted the need for sharing the best practices to evolve AIS professionals.

3.3.26.3      The Paper recognized that all aspects of air navigation services were heavily dependent on timely and high quality aeronautical information and invited the Conference to urge States to ensure that the necessary organizational direction, support and resources were allocated to the necessary strengthening of States' AIS capability and the transition to AIM.

**3.3.27      DISCUSSIONS ON THE PAPER PRESENTED**

DP/3.3/23 — To a query from Nepal on the need for GAGAN certification by DGCA India as GPS/GLONASS signals were not certified, India informed that the requirement of SBAS signal-in-space meeting the ANNEX10 requirement in respect of Integrity, Availability, and Continuity and Accuracy standards was critical and the regulator need to certify that SBAS Signal in Space meets the standards within the certified service volume for the service so certified. GAGAN had been certified by DGCA India for Approach with Vertical Guidance (APV1) within Indian continental airspace and RNP0.1 within Indian Flight Information Regions.

Regarding to a query on the compatibility of TSO 145/146 certified receivers, India clarified that GAGAN was compatible and interoperable with other certified SBAS viz WAAS of USA, MSAS of Japan and EGNOS of European Union.

**3.3.28 SUMMARY BY THE MODERATOR**

**DP/3.3/1:** Australia and USA expressed their apprehension on the new APANPIRG restructured arrangement especially on delegating power to Sub-Group level to endorse conclusions. However, since this matter had been thoroughly discussed and concluded by APANPIRG/26, the APANPIRG would proceed with the restructuring while taking note of the comments, and the new arrangement would be subsequently reviewed in light of experience. The Sub-Groups would endorse conclusions which are technical in nature and without economic implication under the guidance and support of ICAO Regional Office.

**DP/3.3/4:** China advised that rocket launch leading to airspace closure was a global issue requiring a higher level of cooperation. ICAO ANB expressed their view that the matter would be better dealt with in the regional level involving the concerned States, ANSPs and operators. In order to facilitate the development of global guidance material in the long term, ICAO ANB further suggested that the outcome of such discussion be reported back to ICAO HQ. The Moderator suggested and the Conference agreed to deliberate this matter and work out guidance materials under ATM Sub-Group of APANPIRG. ICAO Regional Office and IATA supported this suggestion.

**DP/3.3/6:** The idea of measuring ATM performance as a health check for the region received support from the Conference. Nevertheless, the details on measurement and the indicators will have to be further developed by the Regional ATM Performance Measurement Framework / Small Working Group (RAPMF/SWG).

**DP/3.3/8, 28 & 40:** The Conference noted the encouraging progress of ADS-B implementation in the region, which was a regional priority item, and the positive results from the Cost Benefit Analysis (CBA) presented by Singapore and CANSO. ICAO ANB highlighted the need for close coordination among States concerned in order to support reduction of separation minima to realize operational benefits.

**DP/3.3/9:** The Conference discussed at length and supported the proposal for a regional collaborative approach to RPAS regulation. ICAO ANB added that the proposal was of significant value as the same issue was faced by other parts of the world. CANSO commented that the integration of RPAS into commercial operations was a key challenge to ANSP and informed that they had published an information document for sharing with the ATM community. Singapore also offered to host a RPAS Regional Conference in 2016.

In line with the spirit of the proposal, the Moderator suggested to establish a Task Force under RASG aiming for a more cohesive approach. RASG Vice-Chairman echoed this suggestion and commented the matter could be further deliberated in APRAST. The Conference noted that as the subject evolved, coordination with APANPIRG might be required.

**DP/3.3/13:** U.S. expressed reservation on the Nepal's proposal to introduce SARPs for type approval of CNS equipment as it might bring impacts which have yet been fully evaluated. U.S. was invited to share their experience and best practices with Nepal. Japan pointed out that type approval of CNS equipment might not cover the entire system life cycle, and suggested the matter to be referred to CNS Sub-Group for deliberation. ICAO advised that type approval of CNS

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equipment would be challenging and costly to implement as CNS equipment's were often customized to fit specialized operational needs.

**DP/3.3/20:** Considering the successful operational trial of the Distributed Multi-Nodal ATFM implementation and its usefulness, the Conference encouraged more States to participate and contribute to this trial, as ATFM was one of the ten regional priorities.

**DP/3.3/44:** Mongolia highlighted some ICAO guidance materials were pending such as Doc 9839. ICAO ANB advised they would follow up to accelerate the progress. The Moderator offered to the Conference that subject to a successful AIM transition planned for December 2015, Hong Kong, China welcomed visits to their new AIM Centre in 2016 to share experience in AIM transition.

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**AGENDA ITEM 3.4: ECONOMIC DEVELOPMENT OF AIR TRANSPORT**

**Moderator** Ms. M. Sathiyavathy  
Director General of Civil Aviation  
Directorate General of Civil Aviation  
Civil Aviation Department  
India

**3.4.1** 5 Discussion Papers and 5 Information Papers were received under this Agenda Item. The Discussion Papers listed below were presented:

<b>REF.</b>	<b>TITLE</b>	<b>PRESENTED BY</b>
DP/3.4/3	Air Transport Consumer Protection in Indonesia	Indonesia
DP/3.4/4	Implementation, Awareness and Responsiveness of ICAO's Policies on Charges	IATA & ACI
DP/3.4/5	Taxation on International Civil Aviation	IATA & ACI
DP/3.4/9	ICAO's Work for Economic Development of Air Transport	ICAO
DP/3.4/10	"Fast Travel" and Self-Service: Regulatory Opportunities & Challenges	IATA

**3.4.2 DP/3.4/3 AIR TRANSPORT CONSUMER PROTECTION IN INDONESIA**

3.4.2.1 The Paper presented Indonesia's development on its Air Transport Consumer Protection in line with ICAO Core Principles. The Paper reported that considering the huge number of passengers carried on Indonesia's domestic routes which reached 76.498.400 in year 2014 served by 15 scheduled airlines, DGCA of the Republic of Indonesia viewed the necessity to set an appropriate balance between consumer protection and industry competitiveness without prejudice to the safety and security of aviation.

**3.4.3 DP/3.4/4 IMPLEMENTATION, AWARENESS AND RESPONSIVENESS OF ICAO'S POLICIES ON CHARGES**

3.4.3.1 This Paper described the key charging principles in ICAO's policies on charges and their implementation in the Asia & Pacific Regions and stressed the importance of raising awareness of such policies and of engaging in the work of the ICAO's Joint Airport Economics Panel and Air Navigation Services Economics Panel (AEP-ANSEP) so that these policies remain accurate, valid and responsive to the needs of States and of the industry.

**3.4.4 DP/3.4/5 TAXATION ON INTERNATIONAL CIVIL AVIATION**

3.4.4.1 The Paper highlighted the need for governments to embrace the policies of ICAO on taxation as laid out in Doc 8632. The Paper noted that increasingly, the industry was facing a proliferation of taxes by some States that had a detrimental impact on airlines and airport finances, and on consumers.

**3.4.5 DP/3.4/9 ICAO'S WORK FOR ECONOMIC DEVELOPMENT OF AIR TRANSPORT**

3.4.5.1 The Paper reported on ICAO's priority work under the Strategic Objective – Economic Development of Air Transport. It focused on the importance of air connectivity in the Asia/Pacific Region, while reporting on the follow-up work to the Sixth Worldwide Air Transport Conference (ATConf/6) with outcomes of the Air Transport Regulation Panel (ATRP) and Airport Economics Panel and Air Navigation Services Economics Panel (AEP-ANSEP) concerning policies and regulation. This paper also presented ICAO business analysis tools in place to facilitate data analysis, and future projects at hand.

**3.4.6 DP/3.4/10 "FAST TRAVEL" AND SELF-SERVICE: REGULATORY OPPORTUNITIES & CHALLENGES**

3.4.6.1 The Paper noted that Fast Travel initiative responded to passengers' demand for greater convenience and more control over their journey, by offering them a range of self-service and automated options: self-service and automated check-in; self-baggage labelling and self-drop; and self-boarding, to name a few. Today 24.5% of passengers have access to Fast Travel compliant facilities. The target was to reach 35% worldwide by the end of 2015 and 80% by end of 2020. However, these innovations could be impeded by border and security agencies' processes or regulations. This Paper proposed that DGCAs consider explicitly authorizing Fast Travel concepts, or address any regulatory obstacles at national level.

3.4.6.2 The Paper reported that IATA was keen to provide more information on best practices, to allow States and border agencies to make an informed decision about whether to allow Fast Travel options.

**DISCUSSIONS**

**DP/3.4/3:** Australia thanked Indonesia for the Paper and expressed support to the ICAO core principles on consumer protection and modern international agreements. Australia also urged States to apply the core principles before requesting ICAO for more additions and amendments to the core principles.

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**AGENDA ITEM 3.5: AVIATION AND ENVIRONMENT**

**Moderator** Mr. Sanjeev Gautam  
DGCA, CAA Nepal

**3.5.1** 4 Discussion Papers and 6 Information Papers were received under this Agenda Item. Discussion Papers listed below were presented:

<b>REF.</b>	<b>TITLE</b>	<b>PRESENTED BY</b>
DP/3.5/1	Airport Carbon Emissions Management-updates	ACI
DP/3.5/6	International Civil Aviation and the Environment	ICAO
DP/3.5/7	Efforts to Promote the Use of Alternative Aviation Fuels in Japan	Japan
DP/3.5/8	“Eco-Airport” Initiatives and Technical Assistance Provided by Japan	Japan

**3.5.2 DP/3.5/1 AIRPORT CARBON EMISSIONS MANAGEMENT-UPDATES**

3.5.2.1 The Paper recalled that DGCA/51 noted the benefits and importance of ACI’s *Airport Carbon Accreditation* as tools to assist airports in managing and reducing carbon emissions and urged States to encourage their airport operators to participate in *Airport Carbon Accreditation*.

3.5.2.2 The Paper reported the results and updates on the *Airport Carbon Accreditation* and invited the Conference to note the importance of *Airport Carbon Accreditation* as a tool to assist airports in managing and reducing carbon emissions. ACI recommended that aerodrome operators be encouraged to use its guidance materials and training for GHG emission reduction and that States include participation by airport operators in *Airport Carbon Accreditation* in their next update of State Action Plans.

**3.5.3 DP/3.5/6 INTERNATIONAL CIVIL AVIATION AND THE ENVIRONMENT**

3.5.3.1 This Paper provided a summary of the main developments on the actions requested by the 38<sup>th</sup> Session of the ICAO Assembly in the field of international aviation and climate change, in particular those actions relating to the following areas: 1) technological and operational measures; 2) sustainable alternative fuels for aviation; 3) market-based measures; 4) States’ Action Plans; and 5) assistance to States.

3.5.3.2 In addition, information on ongoing negotiations under the United Nations Framework Convention on Climate Change (UNFCCC) process, which was expected to reach a global climate agreement in 2015, was provided.

**3.5.4 DP/3.5/7 EFFORTS TO PROMOTE THE USE OF ALTERNATIVE AVIATION FUELS IN JAPAN**

3.5.4.1 The Paper reported that an initiative was established by the cooperation of industry, academia, and government as one of the efforts to promote the use of alternative aviation fuels in Japan. The study result was published as a roadmap.

3.5.4.2 The Paper also reported the activity of this initiative and other recent activities, and called for the recognition of the necessity of collaboration by the various stakeholders and consideration of the establishment of such initiative according to the circumstances in each State.

**3.5.5 DP/3.5/8 “ECO-AIRPORT” INITIATIVES AND TECHNICAL ASSISTANCE PROVIDED BY JAPAN**

3.5.5.1 The Paper noted that Japan had been promoting “Eco-Airport” initiatives as the comprehensive environmental efforts in the airport field since 2003. Measures of “Eco-Airport” initiatives included various means, from large-scale to small-scale ones. The “Eco-Airport” initiatives have been implemented not only in Japan but in other countries in parallel. In this Paper, two examples were introduced. One was the environmental protection measure taken by Japanese companies on the construction of the New Bohol Airport in Philippine. Another was the benefits of the photo catalyst usage at the second terminal building of the Noi Bai International Airport in Viet Nam. These examples show the effectiveness of the “Eco-Airport” initiatives by Japan. Moreover, the collaboration on “Eco-Airport” initiatives between ASEAN Member States and Japan was also presented.

**3.5.6 Remarks:**

3.5.6.1 **DP/3.5/7** — USA complimented Japan for the paper and noted the necessity of collaboration. USA is pursuing this approach and would be pleased to collaborate with Japan on fuel production from solid waste. IATA and AAPA supported the Japan paper on the necessity for collaboration.

3.5.6.2 India made a presentation on Green Initiatives by Cochin International Airport Limited. Sri Lanka, Pakistan, Republic of Korea, Nepal and AAPA congratulated India for the presentation and the green initiatives implemented by the airport.

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

**Moderator** Mr. SHUM Jin-Chyi Kevin  
Director General of Civil Aviation  
Civil Aviation Authority of Singapore

**3.6.1** 2 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>
DP/3.6/2	Flight Procedure Services in ICAO APAC FPP and Continuation of ICAO APAC FPP for Phase III Operation	China
DP/3.6/3	Proposed Training Roadmaps for the Asia Pacific Region	Singapore

**3.6.2 DP/3.6/2 FLIGHT PROCEDURE SERVICES IN ICAO APAC FPP AND CONTINUATION OF ICAO APAC FPP FOR PHASE III OPERATION**

3.6.2.1 The Paper reported that ICAO APAC FPP was one successful story witnessing synergies amongst APAC States and noted that ICAO APAC FPP devoted itself in providing various services such as training, automation, quality assurance, technical consultancies as well as application to IFP-related software solutions by employing the best experts and delivering best practices to address the procedure design needs and enhance the capabilities of the States/Administrations. The program achievements had justified ICAO's initiatives to assist States to develop sustainable capability in the Instrument Flight Procedure (IFP) domain so as to meet their commitments under Assembly Resolutions relating to PBN implementation and their obligations for the quality of their flight procedures.

**Remarks:** The DGCA Conference supported continuation of the FPP into Phase 3 of the programme and noted that China agreed to host the 3rd phase of FPP from 2017-2022.

Sri Lanka informed that it has benefitted immensely from the Flight Procedure Programme and would continue to participate in Phase III. Nepal informed that it benefitted by the training provided by the programme. ROK and Myanmar supported the programme.

**3.6.3 DP/3.6/3 PROPOSED TRAINING ROADMAPS FOR THE ASIA PACIFIC REGION**

3.6.3.1 This Paper shared the proposed Training Roadmaps (TRMs) developed for regulators in the Asia Pacific Region, in the areas of PEL, OPS and AIG. The TRMs will provide a comprehensive and systematic approach to addressing some of the region's training needs.

3.6.3.2 **Discussion:** Malaysia, Sri Lanka, Philippines, USA and Nepal congratulated Singapore on the development of TRM.

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**AGENDA ITEM 3.7: OTHER BUSINESS**

**Moderator** Ms. Vinolia K. Salesi  
Acting Director for Civil Aviation  
Civil Aviation Division  
Tonga

**3.7.1** 7 Discussion Papers were received under this Agenda Item. Discussion papers listed below were presented:

<b>REF.</b>	<b>TITLE</b>	<b>PRESENTED BY</b>
DP/3.7a/2	Theme Topic for 53 <sup>rd</sup> DGCA Conference, 03-05 August 2016, Colombo, Sri Lanka	Sri Lanka
DP/3.7b/1	List of Action Items Arising from the 52 <sup>nd</sup> Conference	ICAO
DP/3.7c/1	Schedule of Meetings/Seminars/Workshops to be Convened in 2016 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
DP/3.7c/4	Report of Work Progress — APAC Civil Aviation Commission Task Force	Chair APCACTF

**3.7.2 DP/3.7a/2 THEME TOPIC FOR 53<sup>RD</sup> DGCA CONFERENCE, 03 — 05 AUGUST 2016, COLOMBO, SRI LANKA**

3.7.2.1 The Paper noted that Asia and Pacific Regions had become one of the biggest aviation markets in the world—at last count, a billion passengers travel to, from, or within the region each year. More than 100 million new passengers were projected to enter the market annually for the foreseeable future raising multifold challenges demanding enhanced capacity both in the air and on ground whilst improving collectively the current level of safety, security, regularity and efficiency amidst the growing social pressure for environmental protection. In view of this, the paper proposed that APAC should engage in interactive and stimulating deliberations at the 53<sup>rd</sup> DGCA Conference under the theme of **“Fostering Safe, Secure and Efficient Aviation System in an Eco-friendly Environment with No Country Left Behind”** for the sharing of experiences and evolution of novel concepts and ideas to address the evolving challenges.

3.7.2.2 After detailed deliberations on the Topic the Conference agreed that the Theme Topic for the 53<sup>rd</sup> DGCA Conference to be held in Colombo, Sri Lanka in 2016 should be **“Fostering Safe, Secure and Efficient Aviation System in an Eco-friendly Environment with No Country Left Behind”**.

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

3.7.3.1 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 33 Action Items. The List of Action Items is attached at **Appendix A** to this Report.

**3.7.4 DP/3.7c/1 SCHEDULE OF MEETINGS/SEMINARS/WORKSHOPS TO BE CONVENED IN 2016 BY THE ICAO ASIA AND PACIFIC OFFICE**

3.7.4.1 The ICAO Secretariat presented a tentative schedule of Meetings, Seminars and Workshops planned to be convened in 2016 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 2016, as necessary.

**3.7.5 DP/3.7c/2 SCHEDULE OF CONFERENCES OF DGCAs IN THE FORESEEABLE FUTURE**

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

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

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

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

3.7.6.1 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 Forums
Agenda Item 3	DGCA Conferences:
Agenda Item 3.1:	Theme Topic
Agenda Item 3.2:	Review of Action Items arising from the previous Conference
Agenda Item 3.3:	Air Navigation matters
Agenda Item 3.4:	Economic Development of Air Transport

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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

**3.7.7 DP/3.7c/4 REPORT OF WORK PROGRESS — APAC CIVIL AVIATION COMMISSION TASK FORCE**

3.7.7.1 The Paper recalled that at the 51<sup>st</sup> DGCA Conference, the Civil Aviation Administration of China mooted the proposal for the establishment of an APAC Civil Aviation Commission along the lines of African Civil Aviation Commission, Latin American Civil Aviation Commission, European Civil Aviation Commission and Arab Civil Aviation Commission and proposed the establishment of a Task Force which would examine the feasibility for setting up of the APAC Civil Aviation Commission.

3.7.7.2 The Paper provided an update on the work in progress of the APAC Civil Aviation Commission Task Force, presented the APCACTF Terms of Reference and invited States/Administrations to further their involvement by arranging for the attendance of their designated experts at the forthcoming First Meeting of the Expert Group.

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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 52<sup>nd</sup> DGCA Conference successful. The ICAO Secretary General also thanked Philippines for hosting the 52<sup>nd</sup> DGCA Conference, for their hospitality and excellent arrangements for the delegates and spouses.
2. Lt. Gen. William K. Hotchkiss III, DG, Philippines CAA thanked Dr. Aliu and Ms. Fang Liu for their gracious presence. He also expressed gratitude to Moderators and Director Generals for their participation. The complete speech of DG Hotchkiss is placed at **Attachment 4** to this Report.
3. The 52<sup>nd</sup> Conference of Directors General of Civil Aviation Asia Pacific Regions was closed at 1200 hours on 30 October 2015.

**LIST OF ACTION ITEMS ARISING FROM THE 52<sup>nd</sup> CONFERENCE**

<b>Discussion Paper No.</b>	<b>Action Item</b>	<b>Agenda Item 3.1 - Theme Topic</b>
DP/3.1/1 & DP/3.1/4	Action item 52/1	<p><b>New Generation Aviation Professionals initiatives</b></p> <p>Noting the need for quality training institutions in APAC, the Conference encouraged:</p> <ol style="list-style-type: none"> <li>1) States in the region to identify their future manpower requirements for aviation professionals and promote investments in modern training institutions/facilities;</li> <li>2) States to promote collaboration, cooperation and coordination amongst States to nurture and promote the next generation of aviation professionals; and</li> <li>3) States to give equal attention to the academic input and creating/sustaining a culture of quality within their training organizations.</li> </ol>
DP/3.1/2	Action item 52/2	<p><b>New Generation Aviation Professionals Programme</b></p> <p>Recognizing that enough qualified and competent aviation professionals will be needed to operate, manage and maintain the future international air transport system the Conference urged States to:</p> <ol style="list-style-type: none"> <li>a) support the work of the ICAO NGAP Programme by providing resources;</li> <li>b) consider providing data to ICAO to populate the NGAP index; and</li> <li>c) provide a focal point from each organization supporting NGAP activities.</li> </ol>
DP/3.1/7 and 3.1/8	Action Item 52/3	<p><b>Competency Based ATSEP Model</b></p> <p>Noting the criticality of ATM systems and operations, the Conference encouraged States/Administrations to:</p> <ol style="list-style-type: none"> <li>1) adopt ICAO's new recommendation in the PANS-Training on competency of Air Traffic Safety Electronic Personnel (ATSEP);</li> <li>2) encourage ANSPs to implement competency based ATSEP scheme to better support the safety critical ATM/CNS equipment operations;</li> <li>3) support technical staff of NGAP to pursue professional qualification as well as career development in the aviation discipline.</li> </ol>

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DP/3.1/10	Action Item 52/4	<p><b>Regional Cooperation for the Training of ATM Professionals</b></p> <p>The Conference recognized the importance of seamless performances of ATM professionals along with the modernization of services and facilities based on APAC seamless ATM plan, and urged States:</p> <p>a) to strengthen regional cooperation for the trainings for ATM professionals: and</p> <p>b) to share each State’s information and best practices about the education and trainings.</p>
DP/3.1/5	Action Item 52/5	<p><b>Compliance with PANS Aerodromes</b></p> <p>The Conference encouraged States to recognize the importance of complying with the PANS–Aerodromes (Doc 9981) which would become applicable in November 2016.</p>
<b>Agenda Item 3.3 : Air Navigation matters</b>		
DP/3.3/1	Action Item 52/6	<p><b>Outcomes of APANPIRG/26</b></p> <p>The Conference noted that APANPIRG/26 has empowered its Sub Groups to adopt technical Conclusions/Decisions to enhance the efficiency of approval process and reiterated that the decision should be reviewed by APANPIRG in 2017 for appropriate further action and the DGCA Conference be informed on the action taken.</p>
DP/3.3/2 & 3.3/11	Action Item 52/7	<p><b>Airport Disaster Management Concept</b></p> <p>The Conference encouraged States prone to natural disasters to:</p> <p>a) consider the airport mutual aid concept of operations to restore airport functions in an efficient and expeditious manner following a disaster;</p> <p>b) consider to stock spare CNS equipment to secure ATC functions in order to maintain continuity of operations.</p>
DP/3.3/4	Action Item 52/8	<p><b>Rocket Launch Airspace Closures</b></p> <p>The Conference urged States to assist the ATM Sub-Group of APANPIRG to develop guidance material for management of situations related to space rocket launches/reentry activity.</p>
DP/3.3/5	Action Item 52/9	<p><b>Volcanic Ash Events</b></p> <p>Noting that volcanic events could impact the safety of aircraft operations, the Conference urged States to:</p> <p>a) establish a mechanism to provide regular and timely communications during a volcanic event to ensure all stakeholders are up to date with current information,</p>

		<p>decision making, planning and situation reports;</p> <p>b) consider establishing an internal crisis management centre where applicable to support the collaborative sharing of information during volcanic events or other crises; and</p> <p>c) participate as necessary in the upcoming ICAO APAC volcanic exercises noting that the next exercise is tentatively scheduled for February 2016.</p>
DP/3.3/6	Action Item 52/10	<p><b>Measuring ATM Performance</b></p> <p>The Conference recognized the importance of Measuring ATM Performance and encouraged States and ANSPs to avail themselves of the following two CANSO publications in their deliberations on ATM performance measurement: <i>Global ANS Performance Report 2014</i> and <i>Recommended KPIs for measuring ANSP Operational Performance</i>.</p>
DP/3.3/7	Action item 52/11	<p><b>ASBU Concept</b></p> <p>Recognizing the importance of the ICAO Aviation System Block Upgrades (ASBU) concept which provided a strategic framework to develop and evolve the air traffic management capabilities while ensuring regional and global harmonization and interoperability of the aviation system, the Conference encouraged States to:</p> <p>a) avail themselves of the CANSO ASBU guidance publication; and</p> <p>b) participate in the upcoming “Methodology and Best Practices for ASBU Implementation Course” to be held in August 2016 in Singapore.</p>
DP/3.3/8	Action Item 52/12	<p><b>ADS-B implementation Plans</b></p> <p>The Conference encouraged States with ADS-B implementation plans to explore ADS-B data sharing arrangements with their neighbors; and to expedite implementation of similar ADS-B collaboration over the areas of major traffic flows, remote and oceanic areas such as Bay of Bengal and the rest of the South China Sea.</p>
DP/3.3/9	Action Item 52/13	<p><b>Regional RPAS Collaboration</b></p> <p>Noting the challenges faced by aviation regulators in the face of the rapid emergence of remotely piloted aircraft systems, the Conference agreed:</p> <p>a) to Singapore hosting an Asia-Pacific Regional RPAS information sharing forum in 2016; and</p> <p>b) for APRAST/RASG to consider establishing a RPAS Task Force and coordinate with appropriate bodies responsible for safety and security in respect of on-going Regional RPAS collaboration and information sharing.</p>

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DP/3.3/12	Action Item 52/14	<p><b>Mini Global Demonstration Project</b></p> <p>Recognizing the need to promote understanding of System Wide Information Management (SWIM) in the Asia Pacific Region, the Conference encouraged States to participate in the Mini Global II demonstration Project and the ICAO APAC SWIM workshop in 2016.</p>
DP/3.3/13	Action Item 52/15	<p><b>Guidance Material on acceptance of CNS Systems</b></p> <p>The Conference recognized the challenges faced by some States in the acceptance of CNS systems in respect of ICAO compliance and invited the CNS Sub Group of APANPIRG to examine the feasibility for development of a Guidance Material on a common methodology for acceptance and report the progress made to the 53<sup>rd</sup> DGCA Conference.</p>
DP/3.3/14	Action Item 52/16	<p><b>Guidance Material on RNAV visual procedures</b></p> <p>Noting the benefits of PBN implementation by States the Conference invited the expeditious progress by ICAO working groups on the RNAV to visual and PBN to ILS procedures guidance material.</p>
DP/3.3/21	Action Item 52/17	<p><b>Degradation in the performance of the CNS equipment</b></p> <p>Recognizing that the development of infrastructure projects at or in the vicinity of airports may lead to degradation in performance of the CNS equipment which would ultimately affect normal operations of Air Traffic Control (ATC) the Conference urged States to:</p> <ul style="list-style-type: none"> <li>a) note the on-going developments at or in vicinity of an airport which will constitute changes to the operating environment of CNS equipment and which may cause impact to the normal operations of CNS equipment if not properly managed;</li> <li>b) note the importance in having close cooperation between infrastructure project owners and CAAs/ANSPs to perform assessment on potential impacts to CNS equipment due to such changes and incorporate mitigating measures in the early planning stage; and</li> <li>c) support grooming the next generation aviation professionals specialized in CNS equipment safeguarding.</li> </ul>

DP/3.3/20	Action Item 52/18	<p><b>Cross Border ATFM Implementation</b></p> <p>Recognizing that ATFM is one of the key elements in the Asia Pacific Seamless ATM Plan, the Conference encouraged States to:</p> <ul style="list-style-type: none"> <li>a) participate and commit the necessary resources in the cross-border ATFM Operational Trials;</li> <li>b) Maintain close engagement between the aeronautical MET- and ATFM-service providers to ensure development and supply of the MET information necessary to support ATFM; and</li> <li>c) consider developing a regional strategy through the ICAO ATFM Steering Group as the next step towards cross-border ATFM implementation in the Asia and Pacific Regions.</li> </ul>
DP/3.3/22	Action Item 52/19	<p><b>Transition from AIS to AIM</b></p> <p>Noting the hurdles experienced by States in the AIS-AIM transition the Conference urged States to:</p> <ul style="list-style-type: none"> <li>a) share the experience in e-AIP implementation and the use of ICARD system;</li> <li>b) share the major challenges of transition from AIS to AIM and the tackling strategy;</li> </ul>
DP/3.3/23	Action Item 52/20	<p><b>GNSS Technology</b></p> <p>Taking note of the emerging GNSS technology and adoption of GAGAN/SBAS by India, the Conference urged States to:</p> <ul style="list-style-type: none"> <li>a) adopt SBAS in the Asia Pacific Region as an enabler for PBN operations;</li> <li>b) make use of existing GNSS/SBAS technology in the Region.</li> </ul>
DP/3.3/42	Action Item 52/21	<p><b>Seamless ATM Implementation Progress</b></p> <p>Noting that the Asia/Pacific Seamless ATM Reporting process (implemented since November 2014) together with the regional picture as of 15 October 2015 was monitoring the implementation progress of Air Navigation Improvements in APAC Region against the objectives set forth by the GANP ASBU Block 0 and Seamless ATM plan v1.0 the Conference urged States to:</p> <ul style="list-style-type: none"> <li>a) nominate their Points of Contact and report on their Seamless ATM implementation progress at least once a year through the ICAO online reporting process;</li> <li>b) analyze the first Regional Picture, seek any clarification and record gaps of implementation for States' further action.</li> </ul>

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DP/3/3/43	Action Item 52/22	<p><b>ATM modernization Plan</b></p> <p>The Conference encouraged States to recognize ICAO recommendations in GANP on ATM Modernization and tailor a modernization plan to meet their individual and regional requirements.</p>
DP/3.3/44	Action Item 52/23	<p><b>AIM Implementation</b></p> <p>Recognizing that all aspects of air navigation services are heavily dependent on timely and high quality aeronautical information the Conference urged States to:</p> <ol style="list-style-type: none"> <li>a) ensure that the necessary organizational direction, support and resources are applied to strengthen States AIS capability and the transition to AIM;</li> <li>b) share information and experience in AIM transition through collaborative bi-lateral or multi-lateral arrangements and through active and regular participation in the AIM transition information sharing website;</li> <li>c) note the need for collaboration among APAC States in terms of AIM implementation.</li> </ol>
<b>Discussion Paper No.</b>	<b>Action Item</b>	<b>Agenda Item 3.4: Economic Development of Air Transport</b>
DP/3.4/3	Action Item 52/24	<p><b>Core Principles on Consumer protection</b></p> <p>The Conference encouraged States to apply ICAO Core principles on consumer protection that has been adopted by the ICAO Council.</p>
DP/3.4/4	Action Item 52/25	<p><b>ICAO policies on charges(Doc 9082)</b></p> <p>Noting the importance of raising awareness of ICAO policies on charges in Doc 9082 and their implementation in APAC Region, the Conference</p> <ol style="list-style-type: none"> <li>a) urged States to ensure that ICAO's policies on charges in Doc 9082 are implemented so that the determination and allocation of airport and air navigation charges is transparent and equitable;</li> <li>b) encouraged States of the Asia &amp; Pacific Regions who are members and observers in the Joint Airport Economics Panel and Air Navigation Services Economics Panel (AEP-ANSEP) to actively participate and ensure that ICAO's policies on Doc 9082 remain accurate, valid and responsive to the needs of States and of the industry.</li> </ol>
DP/3.4/5	Action Item 52/26	<p><b>Proliferation of Taxes</b></p> <p>Noting the growing proliferation of taxes outside the scope of Doc 8632 the Conference urged States to update the concerned authorities within their administration to take the ICAO policies on taxation into consideration.</p>

DP/3.4/9	Action Item 52/27	<p><b>Economic Development of Air Transport</b></p> <p>Noting the follow-up work to the Sixth Worldwide Air Transport Conference (ATConf/6) with outcomes of the Air Transport Regulation Panel (ATRP) and Airport Economics Panel and Air Navigation Services Economics Panel (AEP-ANSEP) concerning policies and regulation the Conference urged States to:</p> <ol style="list-style-type: none"> <li>a) support ICAO's work for Economic Development of Air Transport;</li> <li>b) apply and follow ICAO's policies and guidance in the air transport field in their regulatory practices, including the long-term vision for liberalization and core principles on consumer protection;</li> <li>c) contribute to ICAO's ongoing work on aviation satellite account methodology;</li> <li>d) coordinate with ICAO in meeting States needs of data analysis to promote air transport development in the region;</li> <li>e) access and use the ICAO Data Plus and business analysis tools; and</li> <li>f) contribute to the voluntary Air Transport Fund.</li> </ol>
DP/3.4/10	Action Item 52/28	<p><b>Fast Travel Concepts</b></p> <p>Noting that the Fast Travel initiative responds to passengers' demand for greater convenience the Conference urged States to consider explicitly authorizing Fast Travel concepts, or address any regulatory obstacles at national level through the National Air Transport Facilitation Committee.</p>
<b>Agenda Item 3.5: Aviation and Environment</b>		
DP/3.5/1	Action Item 52/29	<p><b>Airport Carbon Accreditation</b></p> <p>The Conference noted the benefits and importance of <i>Airport Carbon Accreditation</i> and urged States to:</p> <ol style="list-style-type: none"> <li>a) encourage their aerodrome operators to use ACI guidance materials and training for greenhouse gas emission reduction; and</li> <li>b) include <i>Airport Carbon Accreditation</i> into their next update of State Action Plans.</li> </ol>
DP/3.5/6	Action Item 52/30	<p><b>International Aviation and climate change</b></p> <p>Noting the developments on the actions requested by the 38<sup>th</sup> Session of the ICAO Assembly in the field of international aviation and climate change, the Conference urged States to:</p> <ol style="list-style-type: none"> <li>a) develop, update and submit their action plans by the end of 2015;</li> </ol>

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		<ul style="list-style-type: none"> <li>b) continue to consider environmental issues in the planning and implementation of regional air navigation systems;</li> <li>c) promote the use of IFSET to estimate the fuel savings and corresponding environmental benefits from the implementation of operational improvements, as part of the development of States' Action Plans;</li> <li>d) note the availability of further assistance by ICAO in the preparation and submission of States' action plans;</li> <li>e) express a clear concern, through the UNFCCC process, on the use of international aviation as a potential source for the mobilization of revenue for climate finance to the other sectors, in order to ensure that international aviation would not be targeted as a source of such revenue in a disproportionate manner; pursuant to Assembly Resolution A38-18, paragraph 30; and</li> <li>f) to attend next GLADS in first half of 2016.</li> </ul>
DP/3.5/7	Action Item 52/31	<p><b>Alternative Aviation Fuels</b></p> <p>The Conference recognized the importance of the cooperation of industry, academia, and government as one of the efforts to promote the use of alternative aviation fuels and urged States to:</p> <ul style="list-style-type: none"> <li>a) recognize the necessity of collaboration between the various stakeholders in order to promote the use of alternative aviation fuels; and</li> <li>b) consider the establishment of discussion fora in which various stakeholders participate in as appropriate, taking their own circumstances into consideration.</li> </ul>
<b>Agenda Item 3.6: Technical and Regional Cooperation</b>		
DP/3.6/2	Action Item 52/32	<p><b>Flight Procedure Programme</b></p> <p>The Conference noted with appreciation the significant accomplishments of the FPP in 2015 and</p> <ul style="list-style-type: none"> <li>a) urged States to continue their support of the FPP into Phase 3 (2018-2022) of the Programme and to endorse its Strategy Forward;</li> <li>b) urged States who are not yet a member of the FPP to consider becoming Active Participating States or User States; and</li> <li>c) urged current User States of the FPP to consider upgrading their participation status to Active Participating States and to become part of the FPP Steering Committee.</li> </ul>

DP/3.6/3	Action Item 52/33	<p><b>Regional Training Road Map</b></p> <p>The Conference encouraged States to use the regional Training Road Maps (TRMs) developed by Singapore for aviation safety regulators in the areas of Personnel Licensing (PEL), Aircraft Operations (Ops) and aircraft accident and incident investigation (AIG) for areas of improvement in their safety oversight capabilities; and supported Singapore's continued efforts in the development of the TRMs for the other key job functions under the rest of the USOAP audit areas;</p> <p>Recognizing the need for greater collaboration in the capability development of regulators in the Asia Pacific Region, the Conference encouraged States to contribute to the development of the next regional TRM.</p>
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**LIST OF PARTICIPANTS**

	<b>AFGHANISTAN</b>
1.	Capt. Hamid Zaher Director General Civil Aviation Authority
2.	Mr. Ahmadulla Faizi Civil Aviation Authority
	<b>AUSTRALIA</b>
3.	Mr. Mark Skidmore Director of Aviation Safety Civil Aviation Safety Authority
4.	Ms. Carolyn Hutton Branch Manager
5.	Ms. Shona Rosengren General Manager
6.	Mr. Steeve Dreezer General Manager Aviation Security
7.	Mr. Tony Harman Counsellor (Transport) Bangkok
	<b>BANGLADESH</b>
8.	Air Vice Marshal M Sanaul Huq Chairman Civil Aviation Authority of Bangladesh
9.	Mr. Mohammad Mahe Alam AVSEC Consultant & Inspector
10.	Mr. Chowdhury Md Zia Ul Kabir Director (Planning & Training), CAA Bangladesh
11.	Mr. Mohammad Masud Rana Assistant Director, CAA Bangladesh
12.	S M Nazmul Anam Director, Flight Safety & Regulations
13.	Capt. Salahuddin Rahmatullah Senior Consultant & Chief Flight Operations Inspectors
14.	Ms. Ishrat Chowdhury Ministry of Civil Aviation And Tourism
15.	Ms. Narun Nahar Hua CAA Bangladesh

	<b>BHUTAN</b>
16.	Mr. Wangdi Gyaltshen Director of Civil Aviation Bhutan Civil Aviation Authority
17.	Mr. Pema Tashi Superintendent, Air Navigation Services
18.	Mrs. Tshoki Assistant Security Officer
	<b>BRUNEI DARUSSALAM</b>
19.	Ms. Kee Ann Lim Deputy Director / DCA
20.	Mr. Mohamad Fauzi Bin Chief Operations Officer
21.	Mr. Mohamad Sidek
	<b>CAMBODIA</b>
22.	Mr. Aun Chea Under Secretary of State
23.	Mr. Sinn Chanserey Vutha Deputy Director General
24.	Capt. Moeun Deth Director of Safety And Security Oversight Department
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31.	Ms. Qi Wanting
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51.	Mr. Wong Weng Kei (Ray) Civil Aviation Authority Macao

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IP/3.5/3	Sustainable Alternative Fuels for Aviation: Policy and Deployment	IATA
IP/3.5/4	Aviation Environmental Protection Initiatives in Indonesia	Indonesia
IP/3.5/5	State Action Plan to Reduce Carbon Emissions from International Aviation — The Challenges	India
DP/3.5/6	International Civil Aviation and the Environment	ICAO
DP/3.5/7	Efforts to Promote the Use of Alternative Aviation Fuels in Japan	Japan
DP/3.5/8	“Eco-Airport” Initiatives and Technical Assistance Provided by Japan	Japan
IP/3.5/9	United States Greenhouse Gas Emissions Reduction Plan	USA
IP/3.5/10	Green Initiatives by Cochin International Airport Limited, Kerala, India	India
<b>AGENDA ITEM 3.6: TECHNICAL AND REGIONAL COOPERATION</b>		
IP/3.6/1	Cooperation to Implement PBN Flight Procedures	Japan
DP/3.6/2 <b>Revision 2</b>	Flight Procedure Services in ICAO APAC FPP and Continuation of ICAO APAC FPP for Phase III Operation	People’s Republic of China
DP/3.6/3	Proposed Training Roadmaps for the Asia Pacific Region	Singapore
IP/3.6/4	Harmonized Cooperation, Coordination and Collaboration across Asia Pacific Region to Overcome Public Health Emergency Concern related to Aviation Safety	Indonesia
IP/3.6/5	Development of National Civil Aviation Personnel through ICAO Developing Countries Training Programmes	ICAO
IP/3.6/6	ICAO Regional Cooperation in the Asia and Pacific Regions	ICAO
IP/3.6/7	Introduction to TCB	ICAO

<b>REF</b>	<b>TITLE</b>	<b>PRESENTED BY</b>
<b>AGENDA ITEM 3.7: OTHER BUSINESS</b>		
<b>a) THEME TOPIC FOR THE FORTHCOMING CONFERENCE OF DGCAs</b>		
DP/3.7a/1	Proposal Theme Topic for the 53 <sup>rd</sup> Conference of Directors General of Civil Aviation, Asia and Pacific Regions	ICAO
DP/3.7a/2	Theme Topic for 53 <sup>rd</sup> DGCA Conference, 03-05 August 2016, Colombo, Sri Lanka	Sri Lanka
<b>b) ENDORSEMENT OF ACTION ITEMS ARISING FROM THE PRESENT CONFERENCE</b>		
DP/3.7b/1	List of Action Items Arising from the 51st Conference	ICAO
<b>c) ANY OTHER MATTERS</b>		
DP/3.7c/1	Schedule of Meetings/Seminars/Workshops to be Convened in 2016 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
DP/3.7c/4	Report of Work Progress - APAC Civil Aviation Commission Task Force	Chairman of APCACTF

**52<sup>ND</sup> CONFERENCE OF DIRECTORS GENERAL OF CIVIL AVIATION  
ASIA AND PACIFIC REGIONS**

**WELCOME REMARKS BY**

**LT GEN WILLIAM K HOTCHKISS III AFP (RET)  
DIRECTOR GENERAL OF CIVIL AVIATION AUTHORITY OF THE PHILIPPINES**

Dr. Olumuyiwa Benard Aliu, President of the ICAO Council;

Mr. Arun Mishra, Regional Director, ICAO Asia and Pacific Regions;

Mr. Raymond Benjamin, the outgoing Secretary General, ICAO;

Hon. Joseph Emilio Aguinaldo Abaya, Secretary, Department of Transportation and  
Communication;

The Directors General of Civil Aviation from the 30 countries of the Asia and Pacific  
Regions;

The representatives of International Civil Aviation Organizations;

Delegates, Ladies and Gentlemen

It gives me great pleasure to welcome you all to the 52<sup>nd</sup> Directors General Civil Aviation (DGCA) Conference of the Asia Pacific regions which the Civil Aviation Authority of the Philippines (CAAP) is hosting under the auspices of the ICAO Regional Office, Asia and Pacific Regions. It was in 2002 in Cebu that this annual event was last held in the Philippines. That was 13 years ago. It is noteworthy to also recall that the Philippines hosted the first meeting of this collegial body in Manila in 1960. That was 55 years ago. We convey our appreciation to the ICAO, to Mr. Mishra in particular, for giving us the opportunity to host the Conference, once again.

We feel a unique sense of unity and fraternity with our fellow civil aviation authorities in the Asia and Pacific Regions whose presence today is testimony to their intent and desire to advance the purpose and interest of civil aviation within the dynamic and challenging regional and global environments of the most prolific mode of transportation connectivity – air travel. We shall emphasize, through the proceedings of this conference, the vital importance of compliance to the Standard and Recommended Practices (SARPs) of ICAO



perspectives, but the limits and frontiers of the evolution of civil aviation. Our dream in CAAP states that “the Future is in the skies” but that pronouncement has already been challenged by an assertion that “the Sky is not the Limit” alluding to the prospects of “space aviation”. These incisive views should serve as our template and platform for taking civil aviation to greater heights of innovation and excellence. Our conference is the appropriate setting for this laudable advocacy and endeavor.

Once again, a warm welcome to the Philippines to all the delegates and guests

Thank you. Mabuhay.

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52<sup>ND</sup> CONFERENCE OF DIRECTORS GENERAL OF CIVIL AVIATION  
ASIA AND PACIFIC REGIONS

OPENING REMARKS BY

MR. ARUN MISHRA

REGIONAL DIRECTOR, ICAO ASIA AND PACIFIC OFFICE

Honorable Joseph Emilio Aguinaldo, Secretary Department of Transportation and Communications  
President of ICAO Council  
Director General of Civil Aviation of Philippines  
Directors General Asia and the Pacific Regions  
Chief Executives  
Members of the Delegations  
International Organizations and Industry Partners  
Fellow Colleagues from ICAO  
Observers  
Distinguished Guests  
Ladies and Gentlemen,

Good morning to all of you,

It is indeed an honour and privilege to address and welcome you to the 52<sup>nd</sup> DGCA Conference in Manila.

I am grateful to the President of ICAO Council Dr. Bernard Aliu who has kindly consented to be here with us in this important annual regional Conference of the Directors General of Asia and Pacific Regions.

During the last several months, CAAP and ICAO Regional Office have worked very closely to prepare for this biggest event in the region. I would like to express my gratitude and compliments to this year's host, the CAA Philippines, for the excellent arrangements made and for the painstaking planning and preparations for the 52<sup>nd</sup> Conference.

The Theme Topic selected for this Conference is indeed very pertinent "*Evolving the New Generation Aviation Professionals towards a Harmonized, Safe, Secure and Green Asia Pacific Sky*".

With the rapid growth of economy and the middle class in APAC Region more and more people are using airplanes as their primary mode of transportation between two places. To manage this growth in a sustainable manner, efficient operations with the highest environmental, safety and security standards is mandatory.

Rapid Technological advancement in Aviation along with the growth in traffic is leading the demand for the next generation of aviation professionals required in large numbers. New aircraft and air navigation technologies are opening up exciting frontiers today which we need to integrate safely into the existing civil aviation operational framework.

ICAO clearly recognizes the increasing challenges of the lack of professionals in every aeronautical discipline, due in part to the current and future growth of operations as well as rapidly evolving technologies, especially over the next two decades. The ICAO NGAP initiative is aimed at ensuring that enough qualified and competent aviation professionals are available to operate, manage and maintain the future international air transport system.

Availability of quality training institutions in APAC is limited both in number and scope of their activities. States need to give a major push in promoting investment in modern Training institutions/ facilities to cater to the huge demand in the next two decades. Industries also need to work with academic/training institutions to articulate their future requirements both in terms of numbers as well as the nature and quality of their academic input. Lack of timely supply of qualified aviation professionals can slow down the growth process which will have a cascading effect on all areas of the economy. Industry also needs to take steps to attract the best talent by providing benefits and compensation which are comparable to the best offered by their competitors.

Talking about our other challenges - The volume of air traffic demand in our Region, and its growth, has led to significant demand and capacity imbalances. Further slow progress in effecting civil/military cooperation resulting in low accessibility to airspace, decreasing airspace capacity, inefficient operations and has safety implications. These result in escalation of economic and environmental cost in terms of delays incurred by airspace users, additional fuel burn and increasing safety risk as airspace and airports become more congested. The development of a harmonized regional framework for collaborative Air Traffic Flow Management in the Asia/Pacific Region is one of our highest priorities. I am pleased to inform that the Regional Framework developed by the Air Traffic Flow Management Steering Group and the SAR Plan for the Asia/Pacific Region has been completed. It is commendable that the ICAO Council has recognized the work of the Asia/Pacific SAR Task Force in particular, stating that other regions should follow the Asia/Pacific's example.

The Regional ATM Contingency Plan has been drafted to a point where it can be made available as valuable guidance material even in draft form. Regarding contingency planning, the Asia/Pacific has been working with the Middle East and European Regions to prepare contingency arrangements in the event that overflight access to the Kabul FIR becomes difficult. These arrangements and the support of Afghanistan itself to complete a State contingency plan have required an intensive effort during last one year between the three ICAO Offices, and have drawn on the experience of managing the recent Yemen crisis.

In the Aeronautical Information Management area, the Region has developed guidance material to assist States in the transition to AIM. Like other Regions, we are also behind the expectations of the GANP and the Seamless ATM Plan regarding AIM implementation. States are requested to give due priority to this vital area.

On the seamless ATM Plan update I am happy to inform that 19 States/Administrations, about 43% of the APAC States/Administrations, have submitted one or more report(s) on the ICAO Seamless ATM Reporting portal. I would encourage the remaining 24 States to submit their reports at the earliest.

Our Region continues to be prone to natural hazards. Even during the last one weeks we had a major typhoon occurrence in Philippines and an earthquake in Vanuatu. In the face of these, flight safety and efficiency can only be enhanced through cooperation and the development of harmonized systems. Philippines has played a key role here in supporting the ICAO Regional Office and Asia/Pacific Member States for demonstration of operational responses necessary to maintain safety, regularity and efficiency of the air traffic system in the event of a volcanic eruption.

The APAC region has moved ahead with CRV (Common Regional Virtual Private Network) which will be a wholly dependable and reliable communications infrastructure for aeronautical communications in the Asia Pacific region as well with other ICAO Regions and will facilitate the Global Air Navigation Plan. The project has well progressed since APANPIRG/25 Meeting. 16 States have funded the assistance to the procurement, and 2 more States are discussing with ICAO to join the club of Pioneer States. The tender package is now ready to be published. If the contract is awarded within next 15 months, in addition to Pioneer States, all APAC States would be encouraged to use it.

In the area of aviation security capacity the Asia Pacific Region is the most diverse in the world with significant differences in the scale and volume of aviation operations in different States as well as the levels of effective implementation of the critical elements of States' aviation security oversight systems and levels of compliance with ICAO aviation security and facilitation SARPs. The extremely high growth of aviation activity within Asia Pacific, with the ever increasing number of international airports, airline operations and carriage of passengers and air cargo whilst all positive for the Region, present significant challenges in the realm of aviation security to address the enduring and any emerging security risks within Asia Pacific.

The 3<sup>rd</sup> meeting of the ICAO Asia and Pacific Regional Aviation Security Coordination Forum (RASCF) which concluded yesterday has sought to provide a platform for a collaborative and interoperable approach for a significant number of leaders to exchange their views, share their experience, and to identify and address common issues relating to aviation security to serve as a foundation for a harmonized approach to enhancing global aviation security and to further develop capacity building partnerships in the Asia Pacific Region.

To address the challenges of aviation the stakeholders need to collaborate, and these cooperative efforts are needed not just between players in the aviation fields. Increasingly, we need a whole-of-government approach to harness common resources and work with diverse partners such as the military, emergency services, manufacturers, financiers, policy makers etc. to achieve our goals. With this in mind ICAO is organizing the first ICAO World Aviation Forum in November this year at Montreal where we expect leaders from various sectors of economy to gather together to address the issues inhibiting the sustainable and widespread growth of aviation amongst all member States of ICAO.

This Conference provides an excellent opportunity to the participants to discuss matters pertaining to strong partnerships with States, Industry, International organizations and other stakeholders especially in this given context of rapid air traffic growth to solve the complex challenges, enabling new technologies and supporting infrastructure, information sharing and restructuring regional activities.

The Regional Office is committed to meeting the operational expectations of all stakeholders and continued contribution to regional economic development by promoting a safe, secure, environment friendly and efficient aviation system. Likewise, the Regional Office also looks forward to the continued support of the member States and industry partners to further the strategic objectives of ICAO.

Before I conclude, I would like to once again thank the Government and CAA Philippines for hosting this Conference. I look forward to a very productive week and am confident that the Discussion Papers will generate extensive and focused deliberations.

I wish the delegates a very comfortable stay in Manila and look forward to their contribution to the success of the Conference.

Thank you!

9.10.15



**Opening address by the Council President  
of the International Civil Aviation Organization (ICAO)  
Dr. Olumuyiwa Benard Aliu,  
to the 52nd Conference of Directors General of Civil Aviation,  
Asia and Pacific Regions**

*(Manila, Philippines –26 October 2015)*

**“A new era in global cooperation”**

It gives me great pleasure to once again be here with you for your annual DGCA conference.

The Asia and Pacific Region is a fascinating and dynamic one, full of tremendous achievements and opportunities. It is poised to exert a profound and long-lasting influence on the economic, social and environmental evolution of our global society. Progress here in air transport has been particularly remarkable.

In 2014, your airlines as a group ranked first worldwide for passenger and cargo traffic, with market shares of 32 and 39 per cent respectively. They recorded a seven per cent increase in passenger traffic and 5.5 per cent increase in cargo traffic. And they carried 1.1 billion passengers, one third of the total world traffic of 3.3 billion. Of the top 15 airports in the world in terms of passenger traffic, five are located in this region. It is also expected that growth in the Asia and Pacific Region will significantly contribute to the doubling of global traffic over the next fifteen years.

Growth is challenging, especially in the complex and multi-faceted environment of air transport. Many of you rose to the challenge with bold, determined and concerted action, including:

- major infrastructure projects;
- provision of air services to a growing number of destinations;
- increases in bilateral air services agreements;
- updating of national civil aviation regulations;
- greater cooperation with neighboring States;
- certification of more and more training facilities; and
- growing involvement with ICAO’s Regional Sub-Office dedicated to PBN implementation.

I heartily commend you for these initiatives and I look forward to your continued efforts in creating what the theme of your conference refers to as a “*Harmonized, Safe, Secure and Green Asia Pacific Sky*”.

At the same time, it is imperative that we deal aggressively with another equally pressing dimension of the growth challenge – the very large discrepancy between States in the implementation of ICAO Standards and Recommended Practices, SARPs.

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ICAO's most recent response to this situation is the "*No Country Left Behind*" strategy.

The aim of "*No Country Left Behind*", or NCLB, is to focus and expand support to States relative to SARP implementation, in a globally harmonized manner, so that all States have access to the significant socio-economic benefits of safe and reliable air transport. These include expanded tourism, greater access for businesses and producers to foreign supplies and markets, improved emergency response and search and rescue capabilities, and many other advantages, both cultural and economic, which can only arise through the global connectivity that air transport provides.

In pursuing the NCLB strategy, we will build on existing ICAO assistance programmes, projects and activities, as well as those of other aviation organizations and individual States or groups of States. ICAO officials at this conference will provide details on many of these undertakings.

What I would stress here is that these support mechanisms are important and they are making a difference. But the reality is that progress is not keeping pace with growth – we need to fine-tune our approach.

The other point I wish to emphasize is that NCLB concerns every Member State of ICAO, not just those targeted for assistance or those that request our support. It is in the interest of all States, developed and developing, to make sure we have globally safe, secure, efficient and sustainable air transport in all parts of the world.

The task at hand then is to raise the bar globally on SARP implementation by drawing on the successes of existing assistance programmes, actively involving all States in the process, and promoting greater collaboration with civil society to strengthen the integrity of the global air transport system. That is the essence of what ICAO is, and who we are as custodians of the vision and legacy enshrined in the Chicago Convention.

Our intention is to launch this new era in global cooperation for aviation development at the upcoming ICAO World Aviation Forum, from 23 to 25 November in Montréal.

This event will bring together senior officials from ICAO Member States and key players of the donor community so that all may gain a deeper understanding of how investments in aviation development lead to wide-ranging socio-economic benefits and dependable returns.

In that context, we will be seeking to improve the level of networking and dialogue in place between ICAO States and the world's Regional and National Development Banks, including the Asian Development Bank Headquartered here in Manila.

Our goal is to guide and encourage States to build practical business cases that connect with development partners, in terms they can relate to. We need to speak their language.

This also applies to what the theme of your conference calls a "Green Asia Pacific Sky".

As you know, there is reason for optimism as to the outcome of the UN climate change conference to be held in Paris from 30 November to 11 December. National contributions have already been submitted by countries representing more than 87 per cent of the world's greenhouse gas emissions.

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These commitments should reenergize the air transport community to submit to the 39th Session of the ICAO Assembly next year similarly substantive solutions, backed by the political will to ensure their implementation, to reduce and eventually eliminate greenhouse gas emissions from international civil aviation.

Our performance to date is impressive. From new generations of energy efficient aircraft to streamlined air navigation procedures, we have done much to make our skies greener. We are now on track to adopt a new CO<sub>2</sub> standard for aircraft and hopefully with full cooperation from all parties. The 39th ICAO Assembly should agree on the framework and design elements for the global Market-based Measure (MBM) scheme for international aviation. I therefore have no doubt that we can effectively meet the environmental challenge posed by the sustained growth of our industry in the years ahead.

Before I conclude my remarks today, I want to share with you another objective I have for the World Aviation Forum, and that is to promote the critical role played by our seven Regional Offices around the world.

The regional support structure of ICAO is fundamental to how we oversee and assist in the effective implementation of ICAO SARPs, policies and guidance material. States and stakeholders can access experts and information on regional priorities, strategies and programmes related to ICAO Global Safety and Air Navigations Plans, as well as other elements of our work programme supporting the realization of our five Strategic Objectives.

Ultimately, our Regional Offices are the conduit through which we will energize this new era in global cooperation. I expect a lot from them because I know they can and will deliver, and certainly that applies to our Regional Director in Bangkok, Mr. Arun Mishra, and his dedicated staff. Mr. Mishra is here with us for this conference and at your disposal to discuss how we can best work together to achieve our common objectives.

In closing ladies and gentlemen, I want to express my appreciation to the Government of the Philippines and its Civil Aviation Authority for their invitation to join you here today, and for their generous contribution in the efficient organization of this conference.

I thank you for your kind attention and look forward to welcoming you at the ICAO World Aviation Forum in November.

**52<sup>ND</sup> CONFERENCE OF DIRECTORS GENERAL OF CIVIL AVIATION  
ASIA AND PACIFIC REGIONS**

**CLOSING REMARKS BY**

**LT GEN WILLIAM K HOTCHKISS III AFP (RET)**

**DIRECTOR GENERAL OF CIVIL AVIATION AUTHORITY OF THE PHILIPPINES**

Dr. Olumuyiwa Benard Aliu, President of the ICAO Council;

Dr. Fang Liu, Secretary General, ICAO;

Mr. Arun Mishra, Regional Director, ICAO Asia and Pacific Regions;

The Directors General of Civil Aviation from the 30 countries of the Asia and Pacific Regions;

The Representatives of international and regional civil aviation organizations in attendance;

Delegates, Ladies and Gentlemen

We have reached the culmination of the proceedings of our 52<sup>nd</sup> Directors General of Civil Aviation (DGCA) Conference Asia and Pacific Regions. We received, with interest, the Draft Reports of the Regional Aviation Safety Group Asia Pacific 5 (RASG-APAC/5) and the Regional Aviation Security Coordination Forum 3 (RASCF/3). Our 52<sup>nd</sup> DGCA Conference had covered seven (7) Agenda Items with 97 Summary of Papers, 52 Discussions Papers and 45 Information Papers. In our plenary session, 49 Discussion Papers were presented and a video presentation by India on its “Green Initiatives at Cochin International Airport”. These documents are available for ready access in the Conference Website. They are also contained in the “State Documents Conference Bag” that were provided to each State Delegation and International Civil Aviation Organizations in attendance as well as in the flash drives which were attached to your ID tags.

The range of the topics presented for discussion and information in this conference reflected the vibrancy of global and regional civil aviation as well as highlighted the challenges that require our urgent and collective action. The emphasis on collaboration

and cooperation espoused by ICAO is a clarion call for its Contracting States to work for an inclusive and aggregative growth of global civil aviation. ICAO's "No Country Left Behind" Policy, which eloquently articulates this intent, is an initiative that should merit our support and compliance. This policy, which seeks to provide technical assistance, projects ICAO's continuing efforts to assist countries hurdle its threshold of 60% in Effective Implementation of its SARPs. We feel the spirit and essence of this policy being a beneficiary of ICAO's support that led to the removal of sanctions on Philippine civil aviation demonstrative of its unwavering commitment to promote safety and security in global civil aviation.

As a take-away from this conference, we note with interest the directions that ICAO has delineated for us in line with its thrust for sustainability in global civil aviation:

- 1) the ICAO World Aviation Forum (IWAF) convening next month in Montreal, Canada that will serve to widen perspectives in the development of global civil aviation and embraces a broader base of stakeholders and partners;
- 2) the necessity of more stringent safety protocols between civil and military aviation particularly in managing airspace over conflict zones;
- 3) the timeliness of identifying aviation safety standards in regulating Remotely Piloted Aircraft Systems (RPAS), conventionally known as drones;
- 4) the creation of a business model with aviation as an economic driver; and
- 5) the formulation of new methods and approaches for enhanced aviation safety oversight towards more focused Corrective Action Plans (CAPs) for Civil Aviation Authorities worldwide.

There is a ring of familiarity in these initiatives being pursued by the ICAO as they are also the key thrusts that we have identified and embodied in our Strategic Roadmap for Sustainability – our CAAP "Flight Plan 2020". This favorable complementary thrusts bode well for our efforts in nurturing the renewed trust and confidence bestowed on us by the international civil aviation community as a reputable Civil Aviation Authority. We profess compliance to the ICAO SARPs and declare our adherence to its protocols.

I am humbled by your support to this Conference as indicated by your presence here today which Mr. Mishra has earlier noted as “substantive”. It exemplifies our desire for an aggregative effort through collaboration in pursuance of our common goal of ensuring a safe and secure Asia Pacific sky. It is this motivation that will drive our passion for fraternal involvement in the welfare of fellow Civil Aviation Authorities in the Asia and Pacific regions in an expression of solidarity with the “No Country Left Behind” Policy of ICAO.

Along this line, I would like to invite the conference to note that we witnessed the signing of three (3) agreements on technical and regional cooperation on Trans – FIR ADS-B Services between Singapore and Philippines, technical arrangement on airworthiness certification between CAD Hong Kong China and CASA Australia and the search and rescue arrangement between CAA Philippines and CAA Vietnam, all of which truly highlights the very Asian values of harmony and consensus.

As I conclude my message, I enjoin the conference to lend substance and urgency to attain the fulfillment of our theme – “Evolving the New Generation Aviation Professionals towards a Harmonized, Safe, Secure and Green Asia Pacific Sky”. The robust projections of growth of civil aviation in our regions in the foreseeable future necessitates our vigorous response to this challenge that similarly defines our enthusiasm on the vast and diverse opportunities that we can jointly explore. I therefore emphasize the value for collaboration in advancing this objective which has a significant bearing on our goal of sustainability of civil aviation in our regions.

I would like to convey my appreciation to all of you for your presence that immensely enriched the interactions and exchanges of views during the conference. I express my gratitude to the leadership of the ICAO, represented by Dr. Olumuyiwa Benard Aliu, President of the Council and Dr. Fang Liu, Secretary General, and Mr. Arun Mishra, Regional Director, Asia and Pacific Regions, for their trust and confidence in giving the CAAP the opportunity to host this conference and for the Philippines to be the venue of this collegial gathering for the third time. We underscore the vital importance of compliance to the Standards and Recommended Practices (SARPs) of ICAO in

ensuring the safety and security of our Asia Pacific skies as articulated in our proceedings. We similarly express our fidelity to the outcomes of the conference and express our solidarity of purpose for its accomplishment.

It is my hope that you have enjoyed your stay in our country and felt the touch of Filipino hospitality inspite of the hectic schedules of our conference. We express our gladness to be of service to all of you and hope that we have made your stay comfortable and memorable. The ending of this conference is not a parting of ways but merely a closing of another fruitful and productive gathering of civil aviation stakeholders in the Asia and Pacific regions under the auspices of the ICAO. Next year, we shall meet again for the 53<sup>rd</sup> Directors General of Civil Aviation (DGCA) Conference Asia Pacific Region in Colombo, Sri Lanka which will be kindly hosted by its Civil Aviation Authority.

Again, my appreciation to everyone. I bid one and all a safe and secure trip to your destinations. Thank you. Mabuhay.

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— END —