



International Civil Aviation Organization

**FIFTEENTH MEETING OF THE
COMMUNICATIONS/NAVIGATION/SURVEILLANCE AND
METEOROLOGY SUB-GROUP (CNS/MET SG/15) OF APANPIRG**

Bangkok, Thailand, 25 – 29 July 2011

Agenda Item 2: Review

2) relevant action items of 47th DGCA Conference

ACTION ITEMS OF THE 47TH DGCA CONFERENCE

(Presented by Secretariat)

SUMMARY

This paper provides outcome of 47th DGCA Conference held in Osaka, Japan from 12-16 October 2009 for consideration by the meeting.

This paper relates to

Strategic Objective:

- A: Safety – Enhance global civil aviation safety
- B: Security – Enhance global civil aviation security
- C: Environmental Protection and Sustainability

GPI (Global Plan Initiatives): All

1. Introduction

1.1 The 47th Conference of Directors General of Civil Aviation (DGCAs), Asia and Pacific Regions, hosted by the Civil Aviation Authority of Macao SAR, was held in Macao, China from 25-29 October 2010.

1.2 The Conference was attended by 253 delegates from 31 States/Administrations and 8 International Organizations including observers.

2. Discussion

2.1 The 47th DGCA Conference received (62) Discussion Papers and (34) Information Papers under its 9 agenda items. The Conference reviewed and discussed several APANPIRG related issues under agenda item 3 -Air Navigation Planning and Implementation. Thirteen 13 Discussion Papers under agenda item 3 were presented and discussed.

MACAO STATEMENT

2.2 The theme subject for the 47th DGCA Conference was “*Through the Turbulence, Working together for the Recovery and Enhanced Development of Aviation*”. Under agenda item 1 – the theme subject, the Conference agreed to issue a joint statement relating to aviation safety, security, efficiency and sustainability based on a proposal by Macao SAR China. The Macao Statement is provided in the **Attachment1** to this paper.

2.3 Regarding aviation efficiency, the Conference recognized that the optimization of air traffic route structures, more efficient and safer operations can be achieved with the development of modern technologies and the modernization of Air Traffic Management (ATM) systems. The Conference also recognized that such developments result in saving flight time and fuel and thus contribute to the global environmental protection by reducing greenhouse gas (GHG) emissions. In this connection, the Conference further recognized that the Communication, Navigation and Surveillance/Air Traffic Management (CNS/ATM) systems as well as the meteorological systems are no doubt key fundamentals in support of the international air navigation, based on which targeted levels of safety and efficiency can be sustained. Member States/Administrations are encouraged to modernize these facilities as well as the timely incorporation of the emerging components of new CNS/ATM systems, in a collaborative manner, with a view to facilitating the global construction of an interoperable and seamless air navigation environment.

2.4 With respect to aviation safety, the Conference recognized the importance of establishing a coordination mechanism to review safety concerns, adopt best practices and apply safety interventions uniformly in order to enhance the regional safety performance based on the Global Aviation Safety Plan (GASP). In order to achieve this desired outcome effectively, States/Administrations are encouraged to foster the implementation of Safety Management Systems and State Safety Programs.

ACTION ITEMS AGREED BY THE CONFERENCE

2.5 The Conference developed 16 Actions Items which is provided for reference in the **Attachment 2** to this paper.

2.6 Under agenda item 3, the Conference developed actions items 47/1 – on ATM Contingency Plans; 47/3 – Implementation of the new Flight Plan Format according to Asia/Pacific transition periods adopted by APANPIRG; 47/4 – expedite completion of a State PBN implementation plan as a matter of urgency and 47/5 – maintain continuous Civil and Military coordination.

2.7 The other relevant action items include 47/10 – Develop and submit States’ action plans on CO2 Emissions reduction Activities and 47/3 – Building Capacity inviting States having resources and expertise to join the ICAO Developing Countries Training Programmes and urged Developing States to make use of the opportunities provided under the training programmes.

Theme Subject for the 48th DGCA Conference

2.8 The theme subject for the 48th DGCA Conference as agreed” by 47th DGCA Conference is “*Sharing information and experiences to enhance safety and efficiency of Air Navigation Services (ANS) in the Asia-Pacific with specific reference to Oceanic Zones*”. The 48th Conference of DGCA will be held in Noumea, New Caledonia. The CNS/MET SG/15 meeting may wish to propose issues in the CNS and MET fields to be brought to the attention of the 48th DGCA Conference.

3. Action required by the Meeting

3.1 The meeting is expected to:

- a) note information and requirement as contained in Macao Statement;
- b) review the Action Items agreed by the 47th DGCA Conference;
- c) identify any follow-up actions that need to be taken by CNS/MET Sub-Group in relation to any Action Items; and
- d) propose CNS/MET issues to be brought to the attention of the 48th DGCA Conference, if any.

**47th CONFERENCE OF DIRECTORS GENERAL OF CIVIL AVIATION,
ASIA AND PACIFIC REGIONS
MACAO, CHINA, 25-29 OCTOBER, 2010**

The Directors General of Civil Aviation (DGCA) of the Asia Pacific Regions met for the 47th DGCA Conference in the Macao Special Administrative Region of the People's Republic of China on 25 to 29 October 2010. Recalling that the 46th Conference had endorsed the Theme Topic for the 47th DGCA Conference as "Through the Turbulence, Working Together for the Recovery and Enhanced Development of Aviation", Directors General of the Regions held a productive discussion in face of the expected unprecedented growth of air transportation in the Asia Pacific Regions and the associated civil aviation safety and sustainability issues to which it will undoubtedly give rise and agree to issue this Macao Statement.

MACAO STATEMENT

1. With the recovery of the world economy and the Asia Pacific Regions expected to grow at an average above the rest of the world we can expect a period of unprecedented growth of the aviation industry in the Regions. In face of the increasing aviation activity in the Asia Pacific Regions we reaffirm that safety and security must remain the highest priorities of the aviation industry, while efficiency and sustainability will be essential elements of the new era of development of air transportation.

2. Regarding aviation safety, we recognize the need to manage safety in a more cooperative and proactive manner. We underline our commitment to work collaboratively to facilitate collection, analysis and exchange of aviation safety information among member States/Administrations, international organizations and the industry. We recognize the importance of establishing a coordination mechanism to review safety concerns, adopt best practices and apply safety interventions uniformly in order to enhance the regional safety performance based on the Global Aviation Safety Plan (GASP) of the International Civil Aviation Organization (ICAO). In order to achieve this desired outcome effectively, member States/Administrations are encouraged to foster the implementation of Safety Management Systems and State Safety Programs.

3. Regarding aviation security, in order to counter threats against civil aviation, member States/Administrations are encouraged to cooperate with one another and work closely with the aviation industry, ICAO and other involved parties to enhance aviation security in the Asia Pacific Region. As we recognize the importance of sharing expertise, best practices and information, member States/Administrations are highly encouraged to participate in the ICAO Aviation Security Point of Contact (PoC) network. We recognize the importance of supporting capacity-building activities as well as continuously supporting the development of modern screening technologies to detect prohibited materials, and security measures that are mutually acceptable to member States/Administrations. In addition, we are committed to continue to exercise oversight of the implementation of aviation security to ensure compliance with ICAO Standards and Recommended Practices (SARPs).

4. Regarding aviation efficiency, we recognize that with the development of modern technologies and through the modernization of Air Traffic Management (ATM) systems and the optimization of air traffic route structures, more efficient and safer operations can be achieved. We also recognize that such developments result in saving flight time and fuel and thus contribute to the global environmental protection by reducing greenhouse gas (GHG) emissions. In addition, we recognize that the Communication, Navigation and Surveillance/Air

Traffic Management (CNS/ATM) systems as well as the meteorological systems are no doubt key fundamentals in support of the international air navigation, based on which targeted levels of safety and efficiency can be sustained. Member States/Administrations are encouraged to modernize these facilities as well as the timely incorporation of the emerging components of new CNS/ATM systems, in a collaborative manner, with a view to facilitating the global construction of an interoperable and seamless air navigation environment.

5. Regarding sustainability, the long-term forecasted growth in the aviation sector for the next 20 years presents challenges in mitigating environmental impacts caused by civil aviation activity. We emphasize our support to ICAO's environment-related activities.

6. We recognize that a lot of work has been done in the past few years to achieve the policies of ICAO. The hard work has paid off with an ongoing growth even in times of economic and financial hardship. But still a lot remains to be done to address the challenges and preparing for a new era of development in civil aviation. We also recognize that a stronger cooperation is required to make Asia Pacific Regions more significant in the global aviation development. We are determined to work together in order to make this new era the safest, most secure and most sustainable.

— END —

LIST OF ACTION ITEMS ARISING FROM THE 47th CONFERENCE

	<u>Agenda Item 3: Air Navigation Planning and Implementation</u>
Action Item 47/1	Given the global and trans-boundary nature of air traffic flows the Conference recognizes the need for ATM Contingency Plans to be developed in consonance with ICAO Annex 11 and requests the ICAO APAC Office to consider the establishment of a Task Force for planning, coordination and implementation of a regional ATM contingency plan.
Action Item 47/2	Recognizing the lack of response to the ICAO State Letter Ref: AN 13/2-2010/31 dated 29 March 2010, requesting States to inform the ICAO APAC Office of actions completed toward implementation of the PANS-ATM provisions regarding the NEW flight plan content, the Conference urges States and Administrations which have not yet done so, to provide planning and implementation data of their New Flight Plan Format to the ICAO FITS website.
Action Item 47/3	To enable timely implementation of the new Flight Plan Format the Conference urges States/Administrations and Service Providers in the APAC Region to follow the Asia/Pacific transition period adopted by the APANPIRG Flight Plan and ATS Messages Implementation Task Force.
Action Item 47/4	Noting the lack of completion of State PBN Implementation Plan in the APAC Region and in keeping with the ICAO Assembly Resolution A37-11, the Conference urges States/Administrations that are yet to develop their plans, to complete a State PBN implementation plan as a matter of urgency to achieve the timelines and intermediate milestones and: <ul style="list-style-type: none"> a) requests States/Administrations to identify the focal point, consider deploying some resources to the PBN implementation plan and ensure the responses made within the deadline; b) submit their plans to the ICAO APAC Office at the earliest; and c) requests the ICAO APAC Office to initiate a questionnaire to find out the problem/issues faced by States in not being able to submit a State PBN Implementation Plan.

**47th Conference of Directors General of Civil Aviation
Asia and Pacific Regions**

Appendix A

Action Item 47/5	<p>The Conference urges States/Administrations to:</p> <ul style="list-style-type: none">a) maintain continuous Civil and Military coordination as greater participation of military authorities in civil forums is necessary to facilitate optimum utilization of airspace; andb) consider including their military counterparts in their delegations whenever possible.
	<u>Agenda Item 4: Aviation Safety</u>
Action Item 47/6	<p>States supported the establishment of the Regional Aviation Safety Group – Asia Pacific (RASG-APAC) subject to reconciliation of the TORs of the COSCAPS and the RASG-APAC to avoid duplication. The Conference requests the ICAO APAC Office to circulate the DGCA-47/DP/4/3 (Establishment of Regional Aviation Safety Group in Asia Pacific) to the three COSCAP Steering Committees, PASO and other members of APAC for review. The Conference further requests the Regional Director of ICAO Asia Pacific Office to present the paper to the COSCAPS Steering Committee Meetings and to take leadership role in formulating necessary future actions based on the views of all States/Administrations in the region. The final document is to be circulated to all APAC States/Administrations.</p>
Action Item 47/7	<p>To develop and maintain the expertise of an Accident Investigator, the Conference agrees with the proposal submitted in DGCA-47/4/11 paper (Training Investigators and Maintaining their Expertise). The Conference, however, requests ICAO APAC Office to present this proposal to the COSCAPS Steering Committees for consideration.</p>
Action Item 47/8	<p>Taking note of the SARPs established in the related ICAO Annex and guidance provided in ICAO documents, the Conference emphasised upon the States/Administrations on the need to establish a State Safety Programme in order to achieve an Acceptable Level of Safety (ALoS) in civil aviation. The ALoS to be achieved shall be established by the State. (Annexes 6, 11 and 14)</p>

	<u>Agenda Item 5: Aviation Security</u>
Action Item 47/9	<p>Noting that an aviation security Regulators Meeting is already proposed for 2011 in Singapore, the Conference urges States/Administrations to send their appropriate specialists to the next Regulators Meeting in 2011 in Singapore. The Conference further requests that:</p> <ul style="list-style-type: none"> a) ICAO play an increased leadership role in this Regulators Meeting to ensure that matters are progressed consistent with the 37th ICAO Assembly Resolutions; and b) Reports from the Regulators Meeting are presented to the DGCA Conference. <p>In order to have a unified approach in tackling aviation security issues and bolstering cooperation in this regard in the Asia Pacific region the Conference agrees to request ICAO through the DGCA platform to provide leadership and direction on aviation security matters consistent with the 37th Assembly Resolution.</p>
	<u>Agenda Item 7: Aviation and Environment</u>
Action Item 47/10	<p>Looking that the global aspirational goals do not attribute specific obligations on States, to mitigate aviation impact on climate change in accordance with Assembly Resolutions A37-18 and A37-19, the Conference encourages States to:</p> <ul style="list-style-type: none"> a) actively participate in ICAO's work on developing guidance for the preparation of State action plans, including attending the ICAO workshop for the Asia Pacific region, and to develop and submit action plans to ICAO by the end of June 2012; and b) undertake or enhance voluntary activities, including in partnership with other States, to address international aviation CO₂ emissions and to share information on these activities.
Action Item 47/11	<p>Noting the potential presented by alternative aviation fuels in addressing aviation CO₂ emissions, the Conference encourages States to collaborate and to exchange information on the development and deployment of sustainable alternative fuels for aviation.</p>

	<u>Agenda Item 8: Technical and Regional Cooperation</u>
Action Item 47/12	<p>Recognizing the technical assistance requirements of Member States/Administrations in fulfilling their obligations for the effective safety and security oversight of aviation activities taking place under their jurisdictions, and making note of the enormous potentials in the Regional Cooperative Arrangements to help solve such situations, the Conference requests :</p> <ul style="list-style-type: none"> a) the States to actively participate at the various ongoing Regional Technical Cooperation Programmes such as CASP-AP, CAPSCA-AP, COSCAPs, CAEMSA-SP, etc; b) the States to make the optimum use of the opportunities, facilities or services provided by such Programmes or Projects to meet their national requirements including the staff training; and c) the international agencies and donor community to continue extending their support in cash and/or in kind for the continued implementation of the Regional Cooperative Programmes.
Action Item 47/13	<p>Acknowledging the acute shortage of trained and qualified aviation technical personnel and recognizing the potential benefits for building capacity in receiver States and also for building the capability of host State aviation training institutions, the Conference requests:</p> <ul style="list-style-type: none"> a) States/Administrations having necessary resources and expertise to join the ICAO Developing Countries Training Programmes in order to provide assistance to States for training of national staff; and b) the Developing States to make use of the opportunities provided under the ICAO Developing Countries Training Programmes for training of their national staff as and when they are made available.
Action Item 47/14	<p>Taking note of the outcomes of the Aviation Training Directors Forum in Singapore and considering the suggestion to institutionalize the forum the Conference requests the ICAO APAC Office to coordinate the efforts of a biennial meeting of the Aviation Training Directors Forum. States interested to host the next forum in 2012 are requested to officially advise the ICAO APAC Office of their intent.</p>

Action Item 47/15	Considering the merits of CAPSCA Programme outlined in the DGCA-DP47/8/6 (Pandemic Preparedness Planning for the Aviation Sector), the Conference urges States/Administrations to join up as members of CAPSCA-AP, in view that CAPSCA has now been designated as a regular programme of ICAO for the triennium 2011-2013.
	<u>Agenda Item 9: Other Business</u>
Action Item 47/16	Taking cognizance of the difficulties mentioned in the DGCA-47/DP/9c/3 (Scheduling of DGCA Conferences being held in the same years as ICAO Assemblies) paper, the Conference agrees that during an ICAO Assembly year, the DGCA Conference should be held in a reasonable timeframe before or after the ICAO Assembly, noting that this may require some adjustments to the rescheduling of other related regional meetings.
