



International Civil Aviation Organization

**SEVENTEENTH MEETING OF THE METEOROLOGY
SUB-GROUP (MET SG/17) OF APANPIRG**

Bangkok, Thailand, 13 – 16 May 2013

Agenda Item 3: Review

3.2) relevant Action Items of 49th DGCA Conference

ACTION ITEMS FROM 49th CONFERENCE OF DGCA

(Presented by the Secretariat)

SUMMARY

This paper presents the action items formulated by the 49th Conference of Directors General of Civil Aviation (DGCA), Asia and Pacific Regions, held in New Delhi, India, from 8 to 12 October 2012.

1. Introduction

1.1 The 49th Conference of Directors General of Civil Aviation (DGCA/49), Asia and Pacific Regions, was hosted by the Directorate General of Civil Aviation, India, in New Delhi, India, from 8 to 12 October 2012. The Conference was attended by 188 delegates from 31 States/Administrations and 7 International Organizations.

2. Discussion

2.1 The theme subject for DGCA/49 was “*Managing Air Transport Growth in the Asia Pacific Region through a Collaborative Approach to Safety, Security and Sustainability*”. The conference considered 48 Discussions Papers and 43 Information Papers under its 9 agenda items and reviewed and discussed outcomes from the 23rd Meeting of the APAC Air Navigation Planning and Implementation Regional Group (APANPIRG/23) under the agenda item 3 – *Air Navigation Planning and Implementation*.

2.2 Discussions at DGCA/49 led to the formulation of 16 actions items in total; 6 of which came in under agenda item 3 – *Air Navigation Planning and Implementation*, 5 under agenda item 4 – *Aviation Safety*, 2 under agenda item 6 – *Aviation and Environment*, 1 under agenda item 7 – *Aviation Security* and 2 under agenda item 8 – *Technical and Regional Cooperation*. The list of action items developed by DGCA/49, some of which have relevance to the Meteorology Sub-group (MET SG) of APANPIRG is provided in the **Appendix A** to this paper.

2.3 The theme topic decided upon for the next DGCA Conference, DGCA/50, was “*Innovations and Targets for Increased Safety, Enhanced Security and Sustainability of Asia Pacific Aviation*”. DGCA/50 will be held in Bangkok, Thailand, from 1 to 4 July 2013.

3. Action by the Meeting

3.1 The meeting is invited to:

- a) note the information contained in this paper; and
- b) discuss any relevant matters arising from the action items list from DGCA/49 as appropriate.

LIST OF ACTION ITEMS ARISING FROM THE 49th DGCA CONFERENCE

Discussion Paper No.	Action Item	Agenda Item 3: Air Navigation Planning and Implementation
DP/3/1	Action Item 49/1	Recognizing the importance of harmonization and regularity in air navigation in the region, States and Administrations are urged to review and follow up on the conclusions & decisions of APANPIRG/23.
DP/3/22	Action Item 49/2	The Conference noted with appreciation the significant accomplishments of the FPP in 2012 and <ul style="list-style-type: none"> a) urged States/Administrations to continue their support of the FPP into Phase 2 (2013-2017) of the Programme and to endorse its Strategy Forward; b) urged States/Administrations who are not yet a member of the FPP to consider becoming Active Participating States or User States; and 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.
DP/3/18	Action Item 49/3	The Conference urged States to review the draft Asia Pacific Seamless ATM plan and to ensure high level attendance including military representatives at the APSAPG 3 and APSAPG 4 meetings to be held in India and Hong Kong, China respectively.
DP/3/10	Action Item 49/4	The Conference urged ICAO HQ to prioritize the ASBU Block Items with the application of the Performance Based Approach and to develop required standards ahead of the implementation schedules whilst providing implementation support for current standards.
DP/3/20 & DP/3/21	Action Item 49/5	Recognizing the importance of a seamless ATM in the region, States with major airports are urged to implement Airport CDM and to collaborate with other states to develop a sub-regional ATFM network.
DP/3/26	Action Item 49/6	The Conference urged States and Administrations to ensure the compliance of AIRAC dates and to recognize the importance on harmonization on transition and implementation of AIM in the region. States are also urged to develop and submit a basic plan with target dates of Transition elements in their AIS-AIM Roadmap to the Asia Pacific Regional Office before 1 January 2013.

Discussion Paper No.	Action Item	Agenda Item 4: Aviation Safety
DP/4/3	Action Item 49/7	The Conference encouraged States that were ready to perform safety monitoring using ADS-B data to share their analyzed ADS-B data and monitoring results with a view to establishing a database for the purpose of enhancing aviation safety.
DP/4/8	Action Item 49/8	The Conference requested APANPIRG/RASG to look into key performance indicators in the area of ANS safety for the Asia Pacific Region and related mechanisms, taking into account the GANP/GASP.
DP/4/4	Action Item 49/9	The Conference encouraged interested States to work together with ICAO on the certification of and implementation of SMS by small ANSPs and airports.
DP/4/11	Action Item 49/10	The Conference encouraged States to persuade their airports, especially medium-sized airports, to consider the APEC Airport Safety Evaluation Programme or similar platforms to raise airport standards.
DP/4/12	Action Item 49/11	The Conference encouraged States to consider establishing an emergency response framework and systems, in particular for disasters affecting aviation.
Agenda Item 6: Aviation and Environment		
DP/6/4 DP/6/8 DP/6/9	Action Item 49/12	<p>The Conference recognized the initiatives taken by some of the Asia Pacific States to reduce carbon emissions and urged States/Administrations to take actions on the following;</p> <ul style="list-style-type: none"> ○ collaborate with their national focal point for the development of States Action Plan and note the availability of assistance from the ICAO Secretariat for the development of action plan; ○ promote the use of the IFSET tool for the quantification of environmental benefits from operational measures, as part of the development of States' Action plan; ○ undertake various measures to reduce greenhouse gas emission from aviation; ○ share information on good practices among other States and its aviation industry in order to enhance their efforts to reduce aviation emission; ○ to consider the adoption of ATM initiatives highlighted including ADS-B, ASPIRE and PBN to reduce Carbon Emissions.

Discussion Paper No.	Action Item	Agenda Item 6: Aviation and Environment
DP/6/5	Action Item 49/13	<p>The Conference recognized the initiatives taken by ICAO to reduce carbon emissions and urged States to take actions in the following key areas:</p> <ul style="list-style-type: none"> ○ to develop States Action Plan; ○ to promote sustainable fuels for aviation; and ○ achieve global aspirational goals
Agenda Item 7: Aviation Security		
DP/7/10	Action Item 49/14	<p>Recognizing the need for establishing the Regional Aviation Security Coordination Forum to address security matters the Conference agreed that this be held in conjunction with the DGCA Conference and invited ICAO to finalize the Terms of Reference and other modalities for the conduct of this meeting.</p>
Agenda Item 8: Technical and Regional Cooperation		
DP/8/1	Action Item 49/15	<p>Recognizing the role and advantages to States/Administrations derived from the ICAO Technical Co-operation Programme and in accordance with the provisions of the ICAO Assembly Resolution A36-17, the Conference encouraged States/Administrations to give due consideration to the ICAO Technical Cooperation Programme for development and implementation of their civil aviation projects.</p>
DP/8/2	Action Item 49/16	<p>Recognizing the work done by CAPSCA and in order to develop capacities for public health emergency preparedness in the civil aviation system, the Conference urged Asia Pacific States/Administrations to support ICAO to continue the CAPSCA Project beyond 2013 and propose possible avenue of sources and future mechanisms to fund the continuity of CAPSCA.</p>