



International Civil Aviation Organization

**The First Meeting of the APANPIRG ATM Sub-Group  
(ATM /SG/1)**

Bangkok, Thailand, 20 – 24 May 2013

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**Agenda Item 2: Review of 49DGCA Conference**

**49TH CONFERENCE OF DIRECTORS GENERAL OF CIVIL AVIATION OUTCOMES**

(Presented by Secretariat)

**SUMMARY**

This paper presents relevant information from the 49<sup>th</sup> Conference of Directors General of Civil Aviation Asia and Pacific Regions (DGCA/49) meeting, held from 08 to 12 October 2012 at New Delhi, India.

This paper relates to –

**Strategic Objectives:**

- A: *Safety – Enhance global civil aviation safety*
- C: *Environmental Protection and Sustainable Development of Air Transport – Foster harmonized and economically viable development of international civil aviation that does not unduly harm the environment*

**Global Plan Initiatives:**

- GPI-1 Flexible use of airspace
- GPI-2 Reduced vertical separation minima
- GPI-3 Harmonization of level systems
- GPI-4 Alignment of upper airspace classifications
- GPI-5 RNAV and RNP (Performance-based navigation)
- GPI-6 Air traffic flow management
- GPI-7 Dynamic and flexible ATS route management
- GPI-8 Collaborative airspace design and management
- GPI-9 Situational awareness
- GPI-10 Terminal area design and management
- GPI-11 RNP and RNAV SIDs and STARS
- GPI-12 Functional integration of ground systems with airborne systems
- GPI-13 Aerodrome design and management
- GPI-14 Runway operations
- GPI-15 Match IMC and VMC operating capacity
- GPI-16 Decision support systems and alerting systems
- GPI-17 Data link applications
- GPI-18 Aeronautical information
- GPI-19 Meteorological Systems
- GPI-20 WGS-84
- GPI-21 Navigation systems
- GPI-22 Communication infrastructure
- GPI-23 Aeronautical radio spectrum

## 1. INTRODUCTION

1.1 The 49<sup>th</sup> Conference of Directors General of Civil Aviation (DGCA), Asia and Pacific Regions was held from 08 to 12 October 2012 in New Delhi, India. The Conference was attended by 188 delegates from 31 Asia/Pacific administrations and 7 International Organizations. The final report is available at <http://bangkok.icao.int/dgca/49dgcarrpt.pdf>

1.2 The Conference noted that collaboration is a successful tool in achieving the highest goals of efficiency of attaining ATFM and sharing the best practices to enhance safety, security and sustainability of air transportation services in the Asia/Pacific Region. Such collaboration will help authorities to avoid duplication of efforts as well as enable them to better share information and reduce work load. Cooperation and collaboration are key enablers for the Seamless Air Traffic Management (ATM) initiative, which involved all operational factors, including new ATM procedures that increase airspace capacity.

1.3 The Conference also noted the importance of airspace optimization and the need for a coordination mechanism to gain access to military administered airspace for civil use. States were encouraged to develop integrated sub-regional ATFM systems and Collaborative Decision-Making (CDM) process for better functioning traffic flow management. Close civil-military coordination was imperative for optimizing airspace utilizations and achieving a seamless ATM operation environment for the Asia/Pacific Region, in addition to Collaborative Decision-Making (CDM) which is an important component of Air Traffic Flow Management (ATFM) and Seamless ATM initiatives.

1.4 The Conference further noted the additional benefits from the implementation of the ASBU modules and the cost of not implementing. The ASBU initiative is a very important concept that maps out the direction for future global aviation development and helps to harmonize the infrastructural and system development requirement in the years to come.

## 2 DISCUSSION

2.1 The Conference endorsed the APANPIRG's AIS-AIM transition State Plan and urged States to develop and submit a basic plan with target completion dates of Transitional elements in the AIS AIM Roadmap before 1 January 2013 and the Asia/Pacific Position Statement on ASBU to be used as a reference in formulating State's position for the 12 Air Navigation Conference. The Conference also agreed on the need to i) prioritize the ASBU Block items with the application of performance based approach, ii) review the draft Asia Pacific Seamless ATM Plan, iii) implement Airport CDM at Major Airports and iv) look into key performance indicators in the area of ANS safety for the Asia Pacific Regions taking into account the GANP/GASP.

2.2 The Conference reaffirmed the need for expedited implementation of PBN, Continuous Descent Operations and the new ICAO FPL 2012, as well as deployment of technology enablers such as GNSS, ADS-B and AIM.

2.3 The Conference identified 16 Action items and requested States/Administrations to act upon the agreed Action Items and provide ICAO APAC office a status report of implementation within the stipulated period. The list of Action Items arising from DGCA/49 is appended as **Appendix A**. The meeting should note the following related to these items:

- Action Item 49/1: follow up of C23/9 regarding AIS-AIM Transition State Plans has been very poor, with less than a quarter of Asia/Pacific administrations submitting a plan to the Regional Office. All ATM, AIS and SAR Conclusion and Decision actions had been completed.
- Action Item 49/3: the draft Seamless ATM Plan had been circulated among key stakeholders and developed as a draft for final consideration by APSAPG/4.

- Action Item 49/4: prioritization of ASBU analysis was conducted at APSAPG/2 and agreed by APANPIRG/23.
- Action Item 49/5: sub-regional ATFM is addressed in the draft Seamless ATM Plan, and was expected to be further discussed at a second meeting of the ATFM Steering Group, expected to be held during the third quarter in 2013.
- Action Item 49/6: refer notes regarding C23/9 in Action Item 49/1.

2.4 The theme topic agreed by the Conference for the 49<sup>th</sup> Conference of DGCAs was ‘*Innovations and Targets for Increased Safety, Enhanced Security and Sustainability of Asia Pacific Aviation*’.

### 3 ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) note the information contained in this paper;
- b) discuss the Action Item responses noted in paragraph 2.3; and
- c) discuss any relevant matters as appropriate.

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**Appendix A: List of Action Items Arising from the 49<sup>th</sup> Conference**

Discussion Paper No.	Action Item	<b>Agenda Item 3: Air Navigation Planning and Implementation</b>
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	<p>The Conference noted with appreciation the significant accomplishments of the FPP in 2012 and</p> <ul style="list-style-type: none"> <li>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;</li> <li>b) urged States/Administrations 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/3/18	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.

<b>Discussion Paper No.</b>	<b>Action Item</b>	<b>Agenda Item 4: Aviation Safety</b>
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.
<b>Agenda Item 6: Aviation and Environment</b>		
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"> <li>○ 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;</li> <li>○ 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;</li> <li>○ undertake various measures to reduce greenhouse gas emission from aviation;</li> <li>○ share information on good practices among other States and its aviation industry in order to enhance their efforts to reduce aviation emission;</li> <li>○ to consider the adoption of ATM initiatives highlighted including ADS-B, ASPIRE and PBN to reduce Carbon Emissions.</li> </ul>

<b>Discussion Paper No.</b>	<b>Action Item</b>	<b>Agenda Item 6: Aviation and Environment</b>
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"> <li>○ to develop States Action Plan;</li> <li>○ to promote sustainable fuels for aviation; and</li> <li>○ achieve global aspirational goals</li> </ul>
<b>Agenda Item 7: Aviation Security</b>		
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>
<b>Agenda Item 8: Technical and Regional Cooperation</b>		
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>