



International Civil Aviation Organization

**The Second Meeting of the APANPIRG ATM Sub-Group
(ATM /SG/2)**

Hong Kong, China, 04 – 08 August 2014

Agenda Item 2: Review of APANPIRG Meeting and DGCA Conference

DGCA/50 OUTCOMES

(Presented by Secretariat)

SUMMARY

This paper presents relevant information from the 50th Conference of Directors General of Civil Aviation Asia and Pacific Regions (DGCA/50) meeting, held from 01 to 04 July, 2013, at Bangkok, Thailand.

1. INTRODUCTION

1.1 The 50th Conference of Directors General of Civil Aviation (DGCA/50), Asia and Pacific Regions was held from 01 to 04 July, 2013, at Bangkok, Thailand. The Conference was attended by 349 delegates from 34 States and administrations, and 8 International Organizations. The 50th DGCA Conference Final Report is available at <http://www.icao.int/APAC/Documents/DGCA/50dgcarrpt.pdf>

2. DISCUSSION

2.1 The DGCA Conference/50 received 61 Discussion Papers and 50 Information Papers under its 8 Agenda Items. The Conference identified 15 Action items and requested States/Administrations to act upon the agreed Action Items and provide the ICAO Regional Office a status report of implementation within the stipulated period. The list of Action Items arising from DGCA/50 is appended as **Appendix A**. The meeting should note the following related to these items:

- Action Item 50/2: the ATFM/SG continued its work to develop the Asia/Pacific Regional ATFM Framework for APANPIRG/26 (2015), a subsidiary document to the Asia/Pacific Seamless ATM Plan. There had been up to 18 States and administrations and five International Organizations participating (WP09).
- Action Item 50/3: the Asia/Pacific continues to be well behind the expected AIS-AIM implementation schedule, to the extent that a number of States may be subject to APANPIRG Deficiencies in this area. Reference APANPIRG Conclusion 23/8, there had been a reduced incidence of reported non-compliance with AIRAC requirements (WP21).
- Action Item 50/4: Only 13 States and administrations had submitted their Seamless ATM Reports (WP06).
- Action Item 50/6: RASMAG had noted that the problems of non-approved Reduced Vertical Separation Minimum (RVSM) operations within the RVSM stratum had not significantly reduced. RASMAG also noted that Large Height Deviation (LHD) reporting had markedly increased in the Bay of Bengal and Indonesian airspaces, but lack of reporting continued to be observed in the East Asia area (WP05).

2.2 The theme topic agreed by the Conference for the 51st Conference of DGCA's in Hong Kong, China during 24 – 26 November 2014 was “*Rise to Future Challenges in Aviation through Closer Collaboration and Harmonization*”.

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 2.1; and
- c) discuss any relevant matters as appropriate.

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Appendix A: List of Action Items Arising from the 50th Conference

Discussion Paper No.	Action Item	Agenda Item 1: Theme Topic
DP/1/4	Action item 50/1	<p>Recognizing the need for collaborative approach to ATM capability development and innovation the Conference :</p> <ul style="list-style-type: none"> a) urged States in the APAC Region to work together in strengthening ATM development capabilities in anticipation of Seamless ATM implementation of ASBU beyond Block 0; b) urged APANPIRG to develop a common framework on which regional ATM development efforts could be harmonized based on the pooling of appropriate resources for optimal ATM solutions.
Agenda Item 3: Regulatory Oversight, Capacity and Air Navigation Planning and Implementation		
DP/3/17	Action Item 50/2	<p>Recognizing the need for sub regional cooperation in A-CDM/ATFM the Conference</p> <ul style="list-style-type: none"> a) urged the ICAO Asia Pacific Air Traffic Flow Management Steering Group to develop a common framework and harmonized approach to manage the air traffic flow in the region; and b) urged States/Administrations to participate in the ICAO Asia Pacific ATFM Steering Group and work together towards a common goal to manage air traffic flow in this region.
DP/3/27	Action Item 50/3	<p>Recognizing the Region’s overall performance in AIS – AIM Transition, and the critical importance of AIS/AIM to flight safety and air traffic management, the Conference:</p> <ul style="list-style-type: none"> a) urged States to promote the profile and awareness of AIS/AIM within their States and ANSPs, and commit the necessary direction and resources to ensure compliance with ICAO Annex 15 and implementation of AIS – AIM Roadmap Transition Steps. b) Urged States to note the APANPIRG Conclusion 23/8 and take necessary action to address the causes of non-compliance with the ICAO AIRAC Requirements.

Discussion Paper No.	Action Item	Agenda Item 3: Regulatory Oversight, Capacity and Air Navigation Planning and Implementation (<i>cont'd</i>)
DP/3/41	Action Item 50/4	<p>The Conference noted that the draft Asia/Pacific Seamless ATM Plan has been adopted by APANPIRG/24 and urged States/Administrations to:</p> <ul style="list-style-type: none"> a) review Version 1.0 of the Asia/Pacific Seamless ATM Plan and utilise the Plan to develop planning for State implementation of applicable Seamless ATM elements; b) ensure relevant decision-makers are briefed on the Seamless ATM Plan; c) submit the first Regional Seamless ATM Reporting Form to the ICAO Regional Office by 01 March 2014; and b) where possible, participate and contribute to Seamless ATM system collaborative training and research initiatives.
DP/3/40	Action Item 50/5	<p>Noting the establishment of Regional Sub Office, the Conference urged States and the industry to continue providing strong support and partnership to ICAO in supporting upcoming activities of the RSO.</p>
DP/3/43	Action item 50/6	<p>The Conference noted the outcomes of RASMAG and urged</p> <ul style="list-style-type: none"> d) States/Administrations to improve the safety oversight and the provision of data-link problem reporting and analysis among FIT-Asia States; e) States to address the continuing problem of non-RVSM operations within the RVSM stratum, noting the recommendation to deny entry to operate within RVSM airspace for aircraft confirmed as being non-RVSM; f) States/Administrations to improve LHD safety reporting through the application of an appropriate open reporting culture and measures to encourage reporting, and accelerate AIDC implementation through collaborative projects to minimise LHDs;
DP/3/53	Action Item 50/7	<p>Recognizing the importance of having a common transition altitude within an FIR which will improve safety and efficiency of flights, the Conference urged States in consultation with users to:</p> <ul style="list-style-type: none"> a) Establish common transition altitude within a FIR; and b) Develop new altimeter setting procedures.

Discussion Paper No.	Action Item	Agenda Item 4: Economic Development of Air Transport
DP/4/5	Action Item 50/8	<p>The Conference recognized the benefits to be gained from the universal acceptance of the Montreal Convention and urged all Contracting States in Asia and Pacific Regions:</p> <p>a) to support and encourage the universal adoption of MC99;</p> <p>b) that have not done so, to ratify MC99 as soon as possible.</p>
Agenda Item 5: Aviation and Environment		
DP/5/3	Action Item 50/9	<p>Recognizing the immense traffic growth in APAC region and the population affected by aircraft noise the Conference urged States to consider</p> <p>a) inviting major airports (i.e. airports with more than 100,000 annual aircraft movements) to develop noise mapping studies, installing permanent noise monitoring systems, and where appropriate formulate action plans, by 2014 in accordance to ICAO's Balanced Approach.</p> <p>b) introduction of noise limits/guidelines and land use plans specific to airport areas by 2018 in line with ICAO's Balanced Approach and their specific conditions.</p>
Agenda Item 6: Aviation security and Facilitation		
RASCF/1 Meeting Report	Action Item 50/10	The Conference endorsed the RASCF Terms of Reference placed at Attachment A to the Report of RASCF/1 and noted the information contained in RASCF/1 Report.
Agenda Item 7: Technical and Regional Cooperation		
DP/7/1	Action Item 50/11	The Conference recognized the work done by CAPSCA and urged States to support continuation of CAPSCA in the ICAO Assembly especially towards facilitating funding of the CAPSCA Programme by means of voluntary contributions.
DP/7/12	Action Item 50/12	<p>Recognizing the achievements of the CASP AP programme and taking note of the transition of the programme into Phase III, the Conference:</p> <p>a) Urged Asia and Pacific Region States to increase their support and use the enormous potential of CASP-AP to fulfil their aviation security requirements, and confirm participation in the CASP-AP Project if not yet members;</p> <p>b) Urged partners and donors to provide financial and in-kind support to CASP-AP Phase III (2014-2019).</p>
DP/7/4	Action Item 50/13	Acknowledging Technical Co-operation Bureau's long established mechanism for assisting States, the Conference encouraged States/Administrations to give due consideration to the ICAO Technical Cooperation Programme.

Discussion Paper No.	Action Item	Regional Aviation Safety Group Meeting Report
RASG/3 Meeting Report DP/3/61	Action Item 50/14	Recognizing that actions are already underway within the RASG-APAC to address the Global Aviation Safety Priorities and Targets specified in the revised Global Aviation Safety Plan, the Conference adopted these Safety Priorities and Safety Targets as well as the target dates for the implementation of related key milestones.
RASG/3 Meeting Report	Action Item 50/15	Recognising the importance of enhancing aviation safety in the region, in line with the GASP, the regional priorities and targets the Conference: urged States and industry to actively participate in implementing the RASG APAC Decision 3/22 and provide expertise to implement the RASG work programmes