



ICAO

International Civil Aviation Organization

The Eighth Meeting of the APANPIRG ATM Sub-Group
Video Teleconference, 23 – 27 November 2020

Agenda Item 2: Review of Related High Level Meetings

CONFERENCE OF DIRECTORS GENERAL OF CIVIL AVIATION OUTCOMES

(Presented by the Secretariat)

SUMMARY

This paper presents a brief overview of outcomes relevant to Air Traffic Management (ATM) from the Fifty-Sixth Conference of Directors General of Civil Aviation, Asia and Pacific Region (DGCA/56, Kathmandu, Nepal, 19 – 23 August 2019).

1. INTRODUCTION

1.2 The Fifty-Sixth Conference of Directors General of Civil Aviation, Asia and Pacific Region (DGCA/56) was held at Kathmandu, Nepal from 19 – 23 August 2019.

2. DISCUSSION

Ministerial Declaration

2.1 The meeting DGCA/54 meeting had noted the outcomes of the Asia Pacific Ministerial Conference on Civil Aviation (31 January – 01 February 2018). The *Beijing Declaration (Attachment A)* had committed Ministers to implement the APANPIRG-endorsed *Asia/Pacific Seamless ATM Plan* by 2022, with the following elements selected as a priority:

- Aeronautical Information Management (AIM);
- Performance-based Navigation (PBN);
- common ground/ground telecommunication infrastructure;
- civil/military cooperation;
- ATS surveillance, including Automatic Dependent Surveillance-Broadcast (ADS-B);
- Air Traffic Flow Management/Collaborative Decision Making (ATFM/CDM);
- National Air Navigation Plans;
- Aeronautical Search and Rescue (SAR); and
- Meteorological Services for International Air Navigation (MET).

2.2 After discussions about the Ministerial Declaration's priorities, the ATM/SG/6 meeting had agreed that an effective means of monitoring would be a publically-available implementation progress report.

2.3 In preparing for the next Ministerial Conference on Civil Aviation, tentatively scheduled for late 2020, it was clear that each of the ANS priority areas still presented a challenge to many States, so the progress report to the ministers may not show a positive result. States were therefore urged to take note and use a whole-of-government approach in coordination with ministries as part of their National Air Navigation Plan (NANP) development, in order to ensure that appropriate progress may be reported in 2020.

DGCA/56

2.4 The following Actions Items relevant to ATM were agreed by the DGCA/56 (**Table 1**):

DP/1a/1 DP/1a/8 DP/8/3	Action Item 56/1	<p>The Conference:</p> <ul style="list-style-type: none"> a) while recognizing the benefits delivered by CAT missions in furtherance of ICAO’s NCLB initiative, urged ICAO to conduct CAT missions and other similar assistance programmes on a regular basis; and b) urged States and Administrations to: <ul style="list-style-type: none"> i. develop and further strengthen regional and sub-regional cooperation in order to promote the highest degree of aviation safety and security; ii. consider to provide volunteer technical experts to ICAO’s APAC CAT Mission programme and ICAO’s IPAV programme; and <p>collaborate through providing financial contributions and in-kind technical assistance to neighboring States/Administrations including membership of sub-regional cooperative arrangements to meet capacity constraints of the region.</p>
DP/1a/2	Action Item 56/2	The Conference urged States/Administrations to collaborate with industry partners in the implementation of ATM projects and harmonize efforts in the ANS focus areas of the Beijing Declaration.
DP/1a/9 DP/12a/2	Action Item 56/5	<p>The Conference urged States/Administrations to:</p> <ul style="list-style-type: none"> a) accelerate progress under the Beijing Declaration, provide customized assistance to the Pacific Island States, and work with ICAO on its technical assistance programme and capacity building activities for the region; b) work cooperatively to ensure that the Asia-Pacific’s representation on the Council is not diminished; c) support the ratification of the amendments to Articles 50 (a) and 56 of the Chicago Convention to enlarge the Council and ANC; and d) make use of the 2019 ICAO Treaty Event to be held on 24-25 September 2019 in the margins of the 40th Assembly Session, to deposit instruments of ratification or accession to these or any other treaty for which ICAO acts as Depositary.

DP/1a/10	Action Item 56/6	<p>The Conference urged:</p> <ul style="list-style-type: none"> a) APANPIRG to support the implementation of the sixth edition of the GANP; b) States to support the GANP by the development and maintenance of a national air navigation plan and its supporting documents to align with the GANP and regional air navigation plan; and c) APANPIRG and the ICAO Asia and Pacific Office & Regional Sub Office to facilitate and coordinate such activities to ensure regional harmonization and alignment to the GANP.
DP/3/1	Action Item 56/7	<p>The Conference:</p> <ul style="list-style-type: none"> a) agreed on the importance of prioritizing the implementation of the GEUSR and AN-Conf/13 recommendations, being mindful of the implications for small states with significantly less resources, especially the States covered by the current Pacific Small Islands Developing States Study conducted by ICAO; b) agreed the enhancement of the USOAP-CMA process should provide a more proportionate and risk-based system; and <p>noted the need for States and international organizations to provide support to ICAO to undertake this work in a timely manner.</p>
DP/3/12 DP/3/18	Action Item 56/11	<p>The Conference urged ICAO to examine the potential benefits, balanced against the associated costs of the development of provisions and guidance material for certification of air navigation services providers as a priority.</p>
DP/3/24	Action Item 56/12	<p>The Conference urged States/Administrations to note the various challenges posed by the commercial drone operations, consider learning from the experiences of States with more mature regulatory frameworks as well as engagement with ICAO and JARUS, and explore the utility of the SORA tool to facilitate regulatory development in UAS.</p>

DP/4/1	Action Item 56/14	The Conference urged States/Administrations to: <ul style="list-style-type: none"> a) sensitise their relevant government entities to the regionally-agreed policies on civil-military cooperation in regard to ballistic launch and space re-entry activity, the inappropriate promulgation of airspace in another State's FIR and restrictive practices in international airspace unsupported by international Conventions; b) ensure proper compliance with and participation in established ATM contingency operations, taking into consideration the lessons learnt from the Pakistan airspace contingency, especially with regard to compliance with Conventions in international airspace and the State's obligations to facilitate traffic in such airspace, compliance with agreed plans, and the economic and environmental costs of not doing so; c) accelerate efforts to provide ICAO with the input considered necessary to validate the description of FIRs in the RANP; and d) engage in the Regional discussion and effort to accelerate progress of the Asia/Pacific Region to implement the Seamless ATM (ANS) Plan, including an emphasis on whole-of government planning using NANPs (which had been endorsed by the Ministers of Civil Aviation in the Beijing Declaration).
DP/4/2	Action Item 56/15	The Conference noted the implementation progress of ADS-B implementation in India and encouraged States / Administrations to share ADS-B data with neighboring States to take full benefits of ADS-B.
DP/4/3	Action Item 56/16	The Conference: <ul style="list-style-type: none"> a) recognized the benefits of ANS performance measurement and the challenges in its implementation and noted that support to ICAO is necessary to develop a KPI framework guidance document for Air Navigation Services Providers (ANSPs); and b) encouraged Asia and Pacific States, APANPIRG and the aviation industry to use the 6th edition of the GANP together with the future guidance document in the implementation of performance management.
DP/4/22	Action Item 56/17	The Conference noted that the Pacific Islands Forum established policies on the management of Pacific Upper Airspace and requested the concerned States to follow the norms established by ICAO in this regard.

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 as appropriate.

Declaration of Asia Pacific Ministerial Conference on Civil Aviation

- 1) We, the Ministers from the Asia and Pacific States, responsible for Civil Aviation, met in Beijing, China from 31 January to 1 February 2018, on the occasion of the Asia Pacific Ministerial Conference on Civil Aviation, organized by the International Civil Aviation Organization (ICAO);
- 2) Mindful of the obligations as Contracting States to the Convention on International Civil Aviation signed on 7th December 1944 (also known as the Chicago Convention);
- 3) Considering the importance of air transportation world-wide for social and economic development (the Global Air Transport Industry supports almost 62.7 million jobs worldwide and contributes US\$ 2.7 trillion to Global Gross Domestic Product (GDP), equivalent to 3.5% of global GDP and US\$ 664.4 billion aviation direct economic impact);
- 4) Recognising that the Asia and Pacific Region has become the world's largest aviation market in terms of available seat-kilometres and generates the world's second largest share of international revenue passenger-kilometres, and will continue to grow with corresponding air traffic capacity, efficiency and safety challenges;
- 5) Recognising that there are various programmes, objectives and targets currently being pursued under the ICAO "No Country Left Behind (NCLB)" initiative to assist States in capacity development in order for States to derive maximum social economic benefits from aviation, let aviation contribute ultimately to the realisation of the international development priorities, particularly the United Nations 2030 Agenda for Sustainable Development, and play its important role in the building of a community of shared future for mankind;
- 6) Recognising that the ICAO Global Air Navigation Plan (GANP) and the Global Aviation Safety Plan (GASP) set out regional expectations, priorities and targets for States, agreed at regional fora such as the Asia Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG) and the Regional Aviation Safety Group (RASG-APAC) and reflected in national planning frameworks;
- 7) Recognising that there are existing bilateral and multi-lateral working relationships and platforms, such as the Asia and Pacific Directors General of Civil Aviation (APAC DGCA) Conference, APANPIRG, RASG-APAC; and ICAO-led initiatives (e.g. Aviation Safety Implementation Assistance Partnership (ASIAP), the Combined Action Teams (CAT));
- 8) Recognising the importance of active participation of States through their experts attending ICAO fora and other international meetings, training, seminar and workshop events to advance civil aviation development in the Region;
- 9) Acknowledging that the existing regional relationships and partnerships are evolving with meaningful technical cooperation and assistance programmes (e.g. Cooperative Development of Operational Safety and Continuing Airworthiness Programmes (COSCAPs), Flight Procedure Programme (FPP));

- 10) Mindful of the importance and impact of aviation safety and efficient air navigation services on the sustainable development of air transport;
- 11) Recognising that the ICAO Universal Safety Oversight Audit Programme (USOAP) has been effective in helping States focus on safety oversight capabilities and to address gaps in the implementation of ICAO Standards and Recommended Practices (SARPs) and regulatory safety oversight;
- 12) Considering the Asia and Pacific Region is diverse (e.g. in terms of capacity and civil aviation development with USOAP Effective Implementation (EI) scores ranging from 5% to over 90%), there is a compelling need for stronger regional cooperation, partnerships and engagement to continuously improve aviation safety;
- 13) Recognising the ICAO “Next Generation of Aviation Professionals (NGAP)” initiative aimed at addressing the need for aviation professionals in various fields and the importance of having adequate qualified and competent aviation professionals to meet the challenges of the significant aviation growth experienced by the Region;
- 14) Considering the need to support the timely implementation of the Asia/Pacific Seamless Air Traffic Management (ATM) Plan and its elements to enhance safety and efficiency of air navigation services to cater for the projected air traffic growth in the Region;
- 15) Mindful of the need to take into account resolutions agreed at future ICAO Assembly Meetings including those on GASP and GANP;
- 16) The Ministerial Conference agrees to the Beijing Declaration and the Ministers commit to the following:

1.0 Aviation Safety

1.1 Commit to:

- (a) Progressively enhance safety oversight capability to achieve a USOAP EI score higher or equal to the global average by 2022;
- (b) Implement an effective State Safety Programme (SSP) by 2025;
- (c) Endeavour not to have any Significant Safety Concerns (SSCs) under the USOAP Continuous Monitoring Approach (CMA), and to resolve any future SSCs within the time frame agreed with ICAO;
- (d) Certify all aerodromes used for international operations by 2020;
- (e) Use data driven methodologies to identify high risk categories of occurrences (e.g. runway safety, loss of control in flight and controlled flight into terrain), and implement collaborative solutions to reduce accident rates and fatalities in the Region; and

- (f) Include aviation safety in national planning frameworks such as National Development Plans (NDPs) supported by robust Civil Aviation Master Plans.

1.2 Promote regional government and industry collaboration for sharing of best practices in safety management through the Regional Aviation Safety Group (RASG).

2.0 Air Navigation Services

2.1 Commit to implementation by 2022 of the Asia/Pacific Seamless Air Traffic Management (ATM) Plan to enhance ATM capacity and harmonisation in the Region, including a focus on:

- (a) Transitioning from Aeronautical Information Service (AIS) to Aeronautical Information Management (AIM) System;
- (b) Performance Based Navigation (PBN) implementation;
- (c) Common ground/ground telecommunication infrastructure to support Air Navigation Services (ANS) applications;
- (d) An enhanced level of civil/military cooperation;
- (e) Enhanced surveillance capability including Automatic Dependent Surveillance-Broadcast (ADS-B) technology;
- (f) Air Traffic Flow Management/Collaborative Decision Making (CDM) implementation for high density airports; and
- (g) Air navigation in national planning frameworks such as National Development Plans (NDPs) supported by National Air Navigation Plans.

2.2 Promote sharing of best practices in the provision of ANS including Aeronautical Search and Rescue (SAR), Meteorological Services for International Air Navigation (MET) and Air Traffic Flow Management (ATFM) through regional cooperation and enhanced coordination.

3.0 Accident Investigation

3.1 In accordance with the Chicago Convention, commit to either establish an accident investigation authority that is independent from State aviation authorities and other entities that could interfere with the conduct or objectivity of an investigation or where appropriate develop a bilateral, sub-regional or regional partnership to support the establishment of accident investigation capabilities to serve the Region, sub-region or State.

4.0 Human Resource Development

4.1 In line with the ICAO initiative on “Next Generation of Aviation Professionals (NGAP)”, accord priority to human capital development to provide sufficient qualified and competent aviation professionals to support the Region’s growing needs, including where appropriate:

- (a) Establish access to quality training; and

- (b) Encourage sharing of resources bilaterally and/or multi-laterally as well as with industry partners.

4.2 Promote the attraction of new talent and the retention of trained, qualified and experienced personnel among State Aviation Organisations (e.g. regulators, air navigation service providers).
