



ICAO

International Civil Aviation Organization

**The Ninth Meeting of the APANPIRG ATM Sub-Group
(ATM/SG/9)**

Video Teleconference, 01 – 05 November 2021

Agenda Item 2: Review of Related High Level Meetings

CONFERENCE OF DIRECTORS GENERAL OF CIVIL AVIATION

(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

1.1 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.

1.2 The DGCA Conference was not held in 2020 due to the COVID-19 pandemic. Planning for the DGCA/57 conference is ongoing.

1.3 Consideration is also being given to the scheduling of the next Asia/Pacific Ministerial Conference on Civil Aviation.

2. DISCUSSION

DGCA Conference Planning

2.1 The postponed DGCA/57 conference was initially planned to be held in late 2021. Noting that face-to-face is considered to be the optimal format for this conference (or, at least, a hybrid format of both face-to-face and video teleconference), it is now being considered for scheduling in Q2 of 2022 due to the multiple challenges associated with the ongoing and evolving pandemic situation. Once a firm decision is made the community will be informed by State Letter and through the ICAO Asia/Pacific Regional Office website (<https://www.icao.int/apac/Pages/default.aspx>).

Ministerial Conference Planning

2.2 The DGCA/56 conference decided to form a Small Working Group (SWG) to commence drafting a draft Ministerial Declaration working document. In parallel, the Ministerial Conference was planned for end 2020. However, with the escalation of the pandemic situation conference planning was postponed. The Ministerial Conference may be tentatively planned for late 2022 or early 2023 – subject to further consideration.

Ministerial Declaration and DGCA/56

2.3 The following information is reproduced from the relevant working paper presented to ATM/SG/8 in 2020 (**ATM/SG/8 WP/4**).

Ministerial Declaration

2.4 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).

2.1 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.

2.2 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

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

<p>DP/1a/1 DP/1a/8 DP/8/3</p>	<p>Action Item 56/1</p>	<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>
<p>DP/1a/2</p>	<p>Action Item 56/2</p>	<p>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.</p>
<p>DP/1a/9 DP/12a/2</p>	<p>Action Item 56/5</p>	<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.