

**Task Force to Strengthen and Evolve Existing Regional Mechanism for  
Regional Cooperation, towards Capability and Capacity Building  
and Technical Assistance (RCM TF)**

**Summary of Discussion of 10<sup>th</sup> Meeting  
Virtual Format, 11-12 Apr 2023**

1. The 10<sup>th</sup> RCM TF meeting was held on 11-12 Apr 2023 virtually. The list of meeting participants is in **Appendix 1**.
2. ICAO Regional Director (RD) emphasized the importance of regional cooperation in the APAC region as well as the RCM Task Force in advancing cooperation in civil aviation activities in the region. He updated the progress made by the ICAO APAC Regional Office (RO) in three areas. First, the Air Navigation Service Providers (ANSP) Committee, comprising CEOs and Director Generals established to facilitate better cooperation amongst ANSPs, would have their first in-person meeting in Bangkok on 17-18 April 2023. Second, the ICAO APAC RO would be deploying an ICAO Pacific Small Island Developing States (PSIDS) Liaison Officer very soon, which would enhance implementation support to the PSIDS. Third, a new Chief Technical Adviser has been recruited for the Cooperative Development of Operational Safety and Continuing Airworthiness Programme – Southeast Asia (COSCAP-SEA).

RD also mentioned that the RO was actively engaged in the new ICAO Implementation Support Policy and had an action plan to support capacity building in specific States as well as promote the Train the Trainer project for the APAC region to potentially consolidate regional resources.

3. Chair recalled that the RCM TF/9 meeting had endorsed the Implementation Roadmap as well as the approach for the examination of the feasibility of an Asia Pacific Civil Aviation Commission (APCAC). It was timely to convene the RCM TF/10 meeting to discuss the progress of these two agenda items.

**Agenda 1: Adoption of Provisional Agenda**

4. The meeting adopted the agenda as attached in **Appendix 2**.

**Agenda 2: Adoption of Record of Discussion of RCM TF/9 Meeting**

5. The meeting adopted the record of discussion of the RCM TF/9 meeting as attached in **Appendix 3**.

**Agenda 3: Matters Arising from RCM TF/9 Meeting**

6. The meeting noted the matters arising from RCM TF/9 meeting as attached in **Appendix 4**.

7. The meeting noted that thus far, 80 States had ratified the Protocol relating to an Amendment to Article 50(a) of the Convention on International Civil Aviation, of which 8 were APAC States, namely Indonesia, Malaysia, New Zealand, Pakistan, Republic of Korea, Singapore, Thailand and Viet Nam. APAC RO would be sending a State Letter to encourage APAC States that had yet to ratify the protocol concerned, to do so. The meeting noted that the protocol would only come into force with the deposit of the 128<sup>th</sup> instrument of ratification.
8. The meeting noted that Japan and Hong Kong, China had joined Part 3 of the APCAC Feasibility Study.
9. The meeting noted that Mr. Oshima Satoshi and Mr. Nakahara Hideyuki would be the new RCM TF members for Japan, while Ms. Lia Sunok Lee would be the alternate RCM TF member for the Republic of Korea.

#### **Agenda 4a: Status Updates on Recommendations in Implementation Roadmap (IRM)**

10. The meeting noted the status updates for the Implementation Roadmap, as attached in **Appendix 5**, with highlights as follows:
  - i. Recommendations A.2: APAC RO elaborated on its plans to deploy an ICAO PSIDS Liaison Officer to address the findings of the ICAO 2019 Aviation Needs Study of the PSIDS. The meeting noted that the COSCAP-North Asia Phase IV ended in January 2023 and the programme was non-operational since.
  - ii. Recommendation A.3: The meeting noted APAC RO's ongoing plans and commitments for CAT missions, targeted at the needs of the region. APAC RO had recently concluded one CAT mission in Lao PDR and planned to conduct five more in 2023. CAT missions form a part of the APAC RO's implementation support activities for the region, which involves a phased approach. APAC RO develops specific plans to suit the States who need support, and would require commitment from the respective States to work with ICAO. APAC RO agreed to share plans on CAT missions in detail with the APAC States/Administrations at the 58<sup>th</sup> DGCA Conference, and highlight the needs of the APAC RO in relation to funding and the type of personnel or expertise required to support this work.
  - iii. Recommendation C.1: The meeting noted that APAC RO had made some revisions to the consolidated list of funding for the aviation sector applicable for the region, as attached in **Appendix 6**. APAC RO would complete revisions to the list by RCM TF/11 meeting. APAC RO would also include more information on the new ICAO Implementation Support policy to this list to make it more comprehensive in terms of the mechanisms and assistance available for States/Administrations.
  - iv. Recommendation C.2: The meeting noted APAC RO's update that the level of participation by industry partners had increased. APAC RO would consider having

- high level industry panels at the DGCA Conferences and other meetings, as appropriate.
- v. Recommendation E.4: The meeting noted that New Zealand was establishing a methodology for the survey and would present the survey at the RCM TF/11 meeting.
11. Chair requested that the Implementation Roadmap be updated with more detailed status provided for each item, and the next RCM TF/11 meeting could look at closing some items if they are completed, or proposing different items.

#### **Agenda 4b: Discussion on IRM Recommendation A.1 (Needs Survey)**

12. Singapore presented the updated needs survey, as attached in **Appendix 7**.
13. New Zealand suggested to consider additional modes of submitting the needs survey, given some States' inability to use Google forms for IT security reasons.
14. Australia suggested the title for the section on "Human Resource" could be refined to reflect the intent and coverage of issues, and to amend the title of the section on "Sustainability" to "Aviation Environment" to align with ICAO terminology. In addition, Australia proposed to include a section on 'Aviation Facilitation' in the needs survey.
15. Chair noted that the section on "Human Resource" could include questions relating to challenges in recruiting and retaining aviation personnel in various areas such as flight crew, air traffic controllers and aeronautical engineers.
16. Japan suggested to use the term "sustainable aviation fuels" instead of "alternative fuels" under the section on Aviation Environment and to include needs relating to the understanding of developments pertaining to aircraft technological and operational improvements in the survey.
17. The meeting noted that Singapore would revise the needs survey to incorporate the suggestions of the Task Force and would circulate a revised needs survey to the Task Force for further comments, before launching the survey in early May 2023. The plan was to have preliminary findings by mid-June, and to present the findings of the survey at the RCM TF/11 meeting.

#### **Agenda 4c: Discussion on IRM Recommendation B.2 (Training Framework)**

18. Singapore presented the concept note of the training framework, which had been developed with the Republic of Korea and the United States, as attached in **Appendix 8**.
19. Australia and New Zealand noted that it would be important to obtain a precise identification of priority training needs of the region.

20. The United States commented that it would be important to ensure availability of resources of funding and expertise. Also, as not all States/Administrations would be able to travel easily for training, there should be different modes of training available.
21. Regional Director supported the ‘train the trainer’ initiative, noting the priority to equip safety inspectors in this region. If trainers could be qualified, they could not only help to address training needs in their own States/Administrations but also be part of a pool of resources for training of inspectors in other States/Administrations. The United States highlighted a current initiative undertaken by the Federal Aviation Administration (FAA) and Boeing to train trainers for GSI courses in several States in the region.
22. Regional Director also suggested having a regional training symposium to enable greater cooperation among various stakeholders in aviation training and sharing of best practices.
23. Noting that training was fundamental to the development of civil aviation, the meeting agreed for the working group to surface a paper at the DGCA/58 with 4-5 concrete initiatives to enhance training support for the region, including a ‘train the trainer’ proposal and a regional training symposium.

#### **Agenda 5a: Recap of Endorsed Methodology to Examine the Feasibility of an Asia Pacific Civil Aviation Commission (APCAC)**

24. Chair re-capped the endorsed methodology to examine the feasibility of an APCAC, as attached in **Appendix 9**.

#### **Agenda 5b: Discussion on Part 1 Workstream**

25. Australia, as lead of Part 1 of the examination of the feasibility of an APCAC on information gathering of a civil aviation commission, presented its findings on the roles of existing CACs as attached in **Appendix 10**. The findings included CACs’ objectives, responsibilities, organisational structures, funding, and activities, as well as the prerequisites that would inform the feasibility of an APCAC.
26. Singapore commented that the Task force should carefully examine and refine the statements listed under the pre-conditions and operating assumptions, for clarity. Singapore also requested the Part 1 work group gather further information on effectiveness and challenges faced by existing CACs, noting the diverse history and experience of each CAC, as well as on the relationships between these CACs and their ICAO Regional Offices.
27. New Zealand commented that it was important to understand the impetus behind the formation of existing CACs, the overarching political apparatus that enabled existing CACs, and to assess the effectiveness of the CACs in achieving these outcomes. New Zealand also commented that the work of Part 1, particularly on operating assumptions and

pre-conditions, would be key for the work in Part 2, and both parts should be examined together.

28. Bangladesh's commented that it would be important to consider how CACs were funded.
29. The Republic of Korea commented that the study should consider the benefits of having a regional body to engage with other stakeholders on global forums.
30. The meeting agreed for Task Force members to provide their input and comments to Australia on the draft report of Part 1 within the next two weeks. Australia would as far as possible, include the additional information such as assessing the effectiveness and challenges faced by existing CACs. New Zealand, as lead for Part 2 of the study on 'Identifying the Problems and Opportunities', would start work on Part 2 in parallel.

#### **Agenda 5c: Discussion on Part 2 Workstream**

31. New Zealand updated that it had started developing and identifying opportunities in civil aviation regional coordination across APAC. New Zealand would circulate a draft among Part 2 work group members soon and present the paper on Part 2 at the next RCM TF/11 meeting.
32. The meeting agreed that the Task Force would endeavour to complete and present Parts 1 and 2 by the next RCM TF/11 meeting. One key task of the RCM TF/11 meeting would be to discuss the progress report of the feasibility study to be tabled at the 58<sup>th</sup> DGCA Conference in October 2023.

#### **Agenda 6: Other Business**

33. The meeting noted that Malaysia would join Part 3 of the feasibility study of an APCAC, on "Assessment of Feasibility of an APCAC". Chair requested for the details of the representative to be submitted to the ICAO APAC RO.
34. The APAC RO updated that a formal invitation to Ministers of Civil Aviation to participate in the second Asia Pacific Ministerial Conference on Civil Aviation would be sent by the host, India in May 2023.

#### **Agenda 7: Date and Venue for next RCM TF/11 Meeting**

35. The meeting noted that the next RCM TF/11 meeting would be held in-person at the ICAO APAC Regional Office in Bangkok, Thailand on 26-27 July 2023.