



International Civil Aviation Organization

**The Sixth Meeting of the APANPIRG ATM Sub-Group
(ATM SG/6)**

Hong Kong, China, 30 July – 03 August 2018

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 the ATM/SG from the 54th Conference of Directors General of Civil Aviation (DGCA/54).

1. INTRODUCTION

1.1 The Fifty-Fourth Conference of Directors General of Civil Aviation, Asia and Pacific Regions (DGCA/54) was held at Ulaanbaatar, Mongolia, 07 – 11 August 2017. The Conference was attended by 321 Delegates from 38 States/Administrations, and 12 International Organizations.

2. DISCUSSION

Agenda Item 3: Air Navigation Matters

2.1 The following Actions Items relevant to the ATM/SG were agreed by the DGCA/54:

Action Item 54/2	Quality and Timeliness of Aeronautical Information Noting the ongoing issues of poor quality and timeliness of aeronautical information published in the AIP and AIP Supplements, the Conference urged States/Administrations to: a) implement the necessary legislative, regulatory, organizational and resource support for the critical safety and efficiency requirement for quality management and timeliness of aeronautical information; b) take stronger actions on the APANPIRG Conclusions relating to Aeronautical Information Services, as agreed by State representatives at APANPIRG meetings; and c) review their AIM transition plan and ensure that they have fully implemented AIRAC and quality management-related AIM transition steps.
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Action Item 54/4	Automation Interface between Flight Information Regions Noting a number of impediments to the safety and efficiency of flights crossing of Flight Information Region (FIR) boundaries and that AIDC has been identified as one of the top ten priorities in the ICAO APAC Seamless ATM Plan, the Conference encouraged States/Administrations to expedite the implementation of AIDC between neighbouring FIRs and in doing so, may also take into consideration the information available in the CANSO publication on “Automation Interface Between Flight Information Regions: Best Practice Guide for ANSPs”.
Action Item 54/5	Managing Interference to Global Navigation Satellite System (GNSS) Recognizing the continued growing importance of GNSS to current and advanced aviation applications and the safety of flight, and the impact of GNSS interference on the safety and efficiency of aircraft operations the Conference urged States/Administrations to: a) work proactively with their National Telecommunications Authorities to ensure robust detection, management and mitigation processes are in place to address GNSS interference; and b) ensure that ICAO guidance material is made available and well understood by relevant stakeholders.
Action Item 54/7	Implementation of Performance Based Communication and Surveillance (PBCS) in Asia Pacific Noting the applicability date of ICAO SARPs and procedures for PBCS regional implementation date of not later than 29 March 2018, the Conference urged States/Administrations to: a) Respond to the ICAO APAC survey on PBCS (if they have not already done so); and b) Ensure they have an operational approval process for aircraft on their registry that will operate in PBCS airspace areas.
Action Item 54/8	Civil Aviation Regulatory Framework and Performance Based Regulations in Air Navigation Noting the need for a standardized approach to the performance based safety oversight of the air navigation service providers in the APAC Region through the development of an ANS Safety Oversight Manual, the Conference: a) recommended that the RASG APAC to consider developing guidance material for an ANS oversight; and b) encouraged the APAC States/Administrations to participate in the development of the guidance material.

Action Item 54/9	Safety Oversight and Management of Unmanned aircraft operations Noting the rapid changes in the Unmanned Aircraft System (UAS) industry as well as the need to meet the development of UAS and to coordinate safety oversight / management strategies and practices amongst States/Administrations, the Conference requested States/Administrations to: a) Actively participate in the ICAO Asia/Pacific Unmanned Aircraft Systems Task Force; and b) Participate in Remotely Piloted Aircraft Systems (RPAS) and Drone Enable Symposiums to be organized by ICAO in September 2017.
Action Item 54/10	Cross Border ATFM Recognizing the progress made by several States/Administrations in implementing cross border ATFM using the Distributed Multi-Nodal ATFM Network concept along with recent operational trials to regulate air traffic flow to balance demand and capacity and harmonized approach to implement cross-border ATFM in the region is in line with the vision of the Asia Pacific Seamless ATM Plan, the Conference encouraged States/Administrations: a) to participate in the Distributed Multi-Nodal ATFM Network project and commit the necessary resources to support cross-border ATFM operations; b) to participate actively in the ICAO Asia Pacific ATFM Steering Group with a view to contribute towards the harmonization of ATFM information exchange requirements and interface control document to support ATFM system-to-system communication; and c) developing ATFM implementation plans, to harmonize the processes in line with the ICAO Asia Pacific Regional Framework for Collaborative ATFM.
Action Item 54/11	Safety Management Measures Noting the ongoing effort of States in respect of the implementation and effective oversight of Safety Management System (SMS), including the development of Safety Oversight Toolkit, the Conference requested: a) ICAO to organize training sessions and experience exchanges, and learn from the practical experiences and best practices adopted by other States/Administrations; and b) States to share experience and lessons in safety performance management, to enable ICAO to update the Safety Management website with the relevant information.

Action Item 54/12	Harmonization of Airport Collaborative Decision Making (A-CDM) Practices Noting the experience of States/Administrations gained from the implementation of A-CDM and recognizing a collaborative approach in the implementation of A-CDM would lead to the optimization of airport operations which contributes towards achieving seamless ATM in the APAC Region, the Conference encouraged States/ Administrations to: a) work towards harmonization of A-CDM practices in APAC Region and to participate in the ICAO Asia/Pacific A-CDM/TF; and b) implement A-CDM taking into account the cross-border ATFM operations.
Action Item 54/13	Paving way for Interoperability of Air Traffic Management System (ATMS) Noting the need for a risk-based approach throughout system development, testing/acceptance, system and operations transition, handling of teething issues of its safety-critical ATMS with good lessons learned, the Conference supported the initiative of States towards formation of an international Users' Group for ATMS to share operational and technical experience, and map out the future system development roadmap, which could be beneficial for the APAC Region in respect of development of the global roadmap and performance-based requirements of the ATMS.
Action Item 54/19	Recognising the collaboration among States as a successful tool in implementing Aeronautical Information Management (AIM) in order to achieve harmonized, safe, secure and green Asia Pacific Sky, the Conference: a) Urged States to ensure that the necessary organizational direction, support and resources are applied to the necessary strengthening States' AIS capability and the transition to AIM; and b) Noted the need for collaboration among APAC States in terms of AIM implementation.
Action Item 54/20	Noting that the CRV, a cross-border cost-effective telecommunications network for APAC States, enables the Global Air Navigation Plan and Seamless ATM objectives and would mitigate a number of current deficiencies in ANS communications, the Conference urged APAC States/Administrations to: a) Note that common arrangements on cybersecurity and safety issues have been taken that will help ICAO Member States to meet their obligations while implementing CRV; and b) Set and monitor 2020 as the target for CRV implementation for all ANSP, to optimize each individual cost benefit analysis, and note that failing this, pessimistic assumptions might threaten the roll-out of CRV initiative.

Action Item 54/22	[Workshop] Issue No. 1: Civil/Military Cooperation: a key enabler for both civil and military entities in the development of a safe and efficient air transport system that effectively serves the nation Given the urgent need for greater safety, efficiency and environmental performance in the busiest aviation region, the Conference urged States/Administrations to enhance civil/military cooperation efforts with: a) a whole-of government approach that recognises that supporting civil aviation was consistent with the military mission to defend the nation; b) an appropriate consultation with airspace users and neighbouring States as required; and c) support for civil/military seminars/workshops.
Action Item 54/23	[Workshop] Issue No. 2: Runway Safety – Meeting the Challenges of Increasing Runway Excursions Recognizing runway safety occurrences were the most frequent accident category in the APAC and noting that in the 2016 APAC Annual Safety Report, Runway Safety Category (RS), specifically, Runway Excursion (RE), was identified as one of the top accident categories from 2006 – 2016, the Conference urged States/Administrations to: a) establish runway safety programme; b) ensure the establishment and effectiveness of a Runway Safety Team (RST) at every International Airport in the region; and c) report the progress of constitution of RST and its functioning at all their International airports to the 55th DGCA Conference.

2.2 **Table 1** provides the papers relevant to the ATM/SG that were presented to the DGCA/54:

Discussion Paper	Title	Presented By
DP/1/7	Outcomes Based SARPS For Environmental and Efficiency Benefits	Kiribati
IP/3/1	The Twenty-Second Meeting of the Regional Airspace Safety Monitoring Advisory Group (RASMAG/22) Outcomes	ICAO
DP/3/2	Quality and Timeliness of Aeronautical Information	ICAO
IP/3/3	Enhancing Safety and Expanding Capacity: Implementation of ADS-B Out in the United States	USA
IP/3/4	Standard Risk-Based Principles for Validation of Civil Aeronautical Products	USA
DP/3/5	Proposed Global Strategy and Action Plan for the Improvement of Regional Safety Oversight Organizations (RSOOS) and the Establishment of a Global System for the Provision of Safety Oversight	ICAO

IP/3/6	CANSO Efforts in Airport Collaborative Decision Making	CANSO
DP/3/7	Automation Interface between Flight Information Regions	CANSO
DP/3/8	Managing Interference to Global Navigation Satellite System (GNSS)	IATA
DP/3/11	Implementation of Performance Based Communication and Surveillance (PBCS) in Asia Pacific	IATA
DP/3/12 Revision 1	Civil Aviation Regulatory Framework and Performance Based Regulations in Air Navigation	Mongolia
IP/3/14	Runway Safety: A Shared Responsibility	IFALPA
IP/3/17	The Air Navigation Services in Pyongyang FIR/DPR Korea	DPRK
DP/3/18	Project Loon – Floating Cell Phone Towers in the Sky	CANSO
DP/3/23	Operational and Information Management Framework to Support Cross-Border ATFM Implementation in the Asia Pacific Region	Australia, Cambodia, China, Hong Kong China, Indonesia, Malaysia, Philippines, Singapore, Thailand, CANSO and IATA
DP/3/24 Revision 1	Communication and Coordination on UAS Management	China
DP/3/25	Safety Management Measures	China
IP/3/27	Development of Remotely Aerodrome Flight Information Services Procedures within Indonesia Airspace	Indonesia
IP/3/28	ADS-B Implementation Status in Indonesia and Data Sharing between Indonesia, Australia and Singapore	Indonesia
IP/3/29	Indonesia Civil Military Cooperation	Indonesia
IP/3/30	Indonesia Modernization Air Navigation Facility	Indonesia
IP/3/32	Management of Small Drones Operations	France
IP/3/34	Implementation Plan of ADS-B in French Polynesia	France
IP/3/35	Civil Military Cooperation and Flexible Use of Airspace in India	India
DP/3/37	Risk Based Approach to Managing Safety in India	India
DP/3/38	Similar and Confusing Call Sign	India
IP/3/39	Central Air Traffic Flow Management Implementation in India	India
DP/3/42	Harmonization of Airport Collaborative Decision Making (A-CDM) Practices	Singapore
DP/3/44	Key Areas in Regulating Unmanned Aircraft Systems (UAS) Operations in Urban Environment	Singapore
IP/3/45	Pakistan's Efforts to Enhance the Safety and Efficiency of Air Navigation System to Support Regional Air Traffic Flow	Pakistan
IP/3/46	Implementation of Safety Management Initiatives in Hong Kong, China	Hong Kong China
IP/3/47	Air Traffic Growth in Asia-Pacific and the Role of Air Traffic Flow Management	Hong Kong China
DP/3/49	Paving Way for Interoperability of Air Traffic	Hong Kong

	Management System	China
IP/3/50	Transition from Aeronautical Information Services (AIS) to Aeronautical Information Management (AIM) in Hong Kong, China	Hong Kong China
IP/3/51	A-CDM Development in Hong Kong, China	Hong Kong China
IP/3/53	Hong Kong Aviation Training Academy	Hong Kong China
IP/3/54	XMAN : Cross Border Extended Arrival Management	France
IP/3/55	Best Practices of Change Management in Aviation	France
IP/3/57	Airspace Reorganisation in the Pacific	Kiribati
DP/3/58	Cross-Polar Route Network System	Russian Federation
IP/3/61	Promoting Safety Culture with Safety Reporting System	Republic of Korea
DP/3/63 Revision 2	The Asia Pacific Data Collection, Analysis and Information Sharing for Aviation Safety Demonstration Project	Japan, Philippines, Singapore, Thailand, AAPA, IATA, MITRE and FSF
IP/3/64	Civil/Military Cooperation in Thailand	Thailand
IP/3/65	Thailand PBN Implementation	Thailand
IP/3/66	Thailand's Regional Airports Capacity Enhancement	Thailand
IP/3/67	Enhanced Safety Oversight in Thailand	Thailand

Table 1: List of Air Navigation Services Papers

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.

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