International Civil Aviation Organization

NINETEENTH MEETING OF THE COMMUNICATIONS/NAVIGATION AND SURVEILLANCE SUB-GROUP (CNS SG/19) OF APANPIRG

Bangkok, Thailand, 20 – 24 July 2015

Agenda Item 2:   **Review:**

2.1) relevant action items of 51st DGCA Conference

ACTION ITEMS OF DGCA CONF/51

(Presented by the Secretariat)

SUMMARY

This paper presents relevant information from 51st Conference of Directors General of Civil Aviation (DGCAs), Asia and Pacific Regions held from 24 to 27 November 2014 in Hong Kong, China for consideration by the meeting.

---

1.   INTRODUCTION

1.1   The 51st Conference of Directors General of Civil Aviation (DGCA), Asia and Pacific Regions, hosted by the Civil Aviation Department, Hong Kong, China (HKCAD) was held at the HKCAD Headquarters from 24 to 27 November 2014.

1.2   The Conference was attended by 276 delegates from 34 Asia/Pacific Administrations and 9 International Organizations. The 51st DGCA Conference Final Report is available at http://www.icao.int/APAC/Meetings/Pages/DGCA51.aspx

2.   DISCUSSION

2.1   The DGCA Conference/51 Conference reviewed and discussed the outcome of APANPIRG/25 meeting under its Agenda Item 3.3B – Regulatory Oversight, Air Navigation Planning, Implementation and capacity. The Agenda Item 3.3A was "emerging issues in aviation".

2.2   The Theme Topic of the 51st DGCA Conference was: ***"Rise to Future Challenges in Aviation through Closer Collaboration and Harmonization"***

ACTION ITEMS AGREED BY THE CONFERENCE

2.3   The Conference developed in total 29 actions items and requested States/Administrations to act upon the agreed Action Items and provide ICAO APAC Office a status report of implementation by xx January 2015. Some of the action items are relevant to the work programme of CNS SG. The list of action items arising from DGCA Conf/51 is provided in the **Attachment A** to this paper for review. Responses from States/Administrations on the relevant action items are provided in the **Attachment B** to this paper.

Theme Topic for the 52nd DGCA Conference

2.4   The theme topic for the next DGCA Conference - DGCA Conf/52 agreed upon was "**Evolving the New Generation Aviation Professionals towards a Harmonized, Safe, Secure and Green Asia Pacific Sky**".   The 52nd DGCA Conference will be held from 26 to 30 October 2015 in Manila, the Philippines. The CNS Sub-group may wish to identify issues in the CNS fields to be brought to the attention of 52nd DGCA Conference.

3.   ACTION BY THE MEETING

3.1   The meeting is invited to review the relevant action items developed by the DGCA Conf/51 in the Attachments and identify any CNS related issues that need to be brought to the attention of the DGCA Conf/52.

— — — — — — — — — — — —

LIST OF ACTION ITEMS ARISING FROM THE 51st CONFERENCE

Discussion Paper No.	Action Item	Agenda Item 3.1 - Theme Topic
DP/3.1/5	Action item 51/1	The Conference noted that the High Level Safety Conference scheduled to be held in February 2015 would bring together the Directors General of Civil Aviation and strategic decision-makers to build consensus, obtain commitments and formulate recommendations deemed necessary for the effective and efficient progress of key aviation safety activities and encouraged member States in the Asia and Pacific Regions to actively participate in the Conference, to have their voices heard and ensure that the objectives of this important decision-making event was achieved.
		Agenda Item 3.3 A: Emerging Issues in Aviation
DP/3.3A/1/4	Action Item 51/2	Noting the progress made in the development of a high-level Concept of Operations for the Global Aeronautical Distress and Safety System (GADSS), the Conference a) urged States and Administrations to contribute to the concerted efforts to improve aircraft tracking and search and rescue; b) requested ICAO to continue its work on developing solutions to improve aircraft tracking and search and rescue.
DP/3.3A/3	Action Item 51/3	Recognizing that States have the responsibility to ensure the safety of civil aviation operations in their sovereign and delegated airspace, and airspace users have the ultimate responsibility to decide where they are able to operate safely, the Conference: a) urged States to contribute to the concerted efforts to enhance the sharing of information to mitigate the risks associated with operations over or near conflict zones; b) requested ICAO to continue its work to develop solutions to enhance the sharing of information to mitigate the risks associated with operations over or near conflict zones.
Discussion Paper No.	Action Item	Agenda Item 3.3 B: Regulatory Oversight, Capacity and Air Navigation Planning and Implementation
DP/3.3B/1	Action Item 51/4	Noting the important role played by APANPIRG, the Conference urged States and Administrations to continue their support for APANPIRG and its activities.
DP/3.3B/2	Action Item 51/5	Recognizing the significant growth of air traffic, the Conference urged relevant States and Administrations to participate in and support the work of Major Traffic Flow (MTF) Review Group, and support the ICAO RSO's coordinator role in the MTF Review Group.

Discussion Paper No.	Action Item	Agenda Item 3.3 B: Regulatory Oversight, Capacity and Air Navigation Planning and Implementation (cont'd)
DP/3.3B/3 & 38	Action Item 51/6	Noting the benefits of ADS-B data sharing, the Conference urged States and Administrations to share their experiences, best practices and guidance on ADS-B data sharing, and support the ICAO RSO's development, operation and maintenance of the APRD (ADS-B Avionics Problem Report Database).
DP/3.3B/4	Action Item 51/7	The Conference encouraged States/Administrations to avail themselves of the CANSO ASBU guidance document and the opportunity to participate in future CANSO ASBU implementation courses.
DP/3.3B/5	Action Item 51/8	The Conference encouraged States/Administrations and ANSPs to avail themselves of the CANSO Cyber Security and Risk Assessment Guide on the CANSO website.
DP/3.3B/6	Action Item 51/9	Recognizing the importance of human factors in ATM, the Conference encouraged States and Administrations to provide and offer training programmes on human factors in ATM.
DP/3.3B/7	Action Item 51/10	Recognizing the importance of dealing with issues encountered by States and Administrations with respect to obstacle penetrations of the Visual Segment Surfaces (VSS), the Conference requested ICAO to give priority to addressing Visual Segment Surface (VSS) issues, including further developing guidance materials.
DP/3.3B/11, 34, 36 & 45	Action Item 51/11	Recognizing the importance of ATFM to support the growing air traffic in the region, the Conference a) urged States and Administrations to support the implementation of ATFM in the region and closer collaboration and harmonization to operationalize a regional ATFM solution; b) urged States to support the ATFM Operational Trial in developing a regional ATFM solution c) Requested ICAO to review the definition of and framework for A-CDM.
DP/3.3B/12	Action Item 51/12	Recognizing the importance of English language proficiency of air traffic controllers, the Conference encouraged States and Administrations to exchange experiences on the implementation of English language proficiency for air traffic controllers towards a regional plan for English language proficiency of air traffic controllers.

Discussion Paper No.	Action Item	Agenda Item 3.3 B: Regulatory Oversight, Capacity and Air Navigation Planning and Implementation (cont'd)
DP/3.3B/14	Action Item 51/13	Noting the low responsiveness of States to APANPIRG activities, the Conference a) encouraged States and Administrations to provide the necessary resources and ensure continuity of participation by their experts at APANPIRG meetings and b) requested APANPIRG to establish a mechanism for planning regional cooperation activities in particular for the implementation of ASBU Block 1 in the region.
DP/3.3B/37	Action item 51/14	Following the endorsement of the APAC Seamless ATM Plan at APANPIRG/24, the Conference urged States and Administrations to report the progress of their implementation of the Seamless ATM Plan using the available reporting forms.
DP/3.3B/32	Action Item 51/15	The Conference urged States and Administrations to implement PBN in a planned manner taking into account the circumstances, including utilizing RAIM prediction as necessary.
DP/3.3B/33	Action Item 51/16	The Conference urged States and Administrations to develop contingency plans for major disasters, including contributing to the development of contingency plans at the regional level.
DP/3.3B/41	Action Item 51/17	The Conference urged States and Administrations to consider participating in trial and demonstration activities such as the Mini Global Demonstration to foster collaboration on information management.
DP/3.3B/25	Action Item 51/18	The Conference encouraged States/Administrations to share experiences on regulating Remotely Piloted Aircraft Systems (RPAS).
DP/3.3B/30	Action Item 51/19	The Conference requested ICAO to develop guidance materials on the organization of civil aviation authorities with respect to safety oversight, including issues related to inspectors in the various areas and facilitate a high level meeting for the South Asia Region.
DP/3.3B/24	Action Item 51/20	Recognizing the importance of collaboration among States/Administrations in pursuing route structure review to achieve Seamless ATM Operations, the Conference requested ICAO RSO to support States/Administrations on these efforts.

Discussion Paper No.	Action Item	Agenda Item 3.4: Economic Development of Air Transport
DP/3.4/1 & 7	Action Item 51/21	Noting that the appropriate degree of economic regulation of airports is a complex issue, the Conference invited the expedition of the recommendations of ICAO Airport Economics Panel.
DP/3.4/3	Action Item 51/22	Recognizing the need for greater convergence and compatibility among different consumer protection regimes the Conference agreed that this be dealt by the ICAO Air Transport Regulatory Panel in order to reduce inconsistencies and deliver a better overall travel experience for air passengers.
		Agenda Item 3.5: Aviation and Environment
DP/3.5/2	Action Item 51/23	Noting the benefits and importance of *Airport Carbon Accreditation* and ACERT as tools to assist airports in managing and reducing carbon emissions the Conference urged States to encourage their airport operators to adopt ACERT and participate in *Airport Carbon Accreditation*.
DP/3.5/7	Action Item 51/24	The Conference encouraged Stake Holders in their States to refer to the information available at ICAO web site and to launch such activities or to improve their activities as appropriate.
		Agenda Item 3.6: Technical and Regional Cooperation
DP/3.6/3	Action Item 51/25	Recognizing the ongoing threat from the Ebola outbreak and other public health events, the Conference: (i) encouraged States/Administrations to: a) join CAPSCA AP project; b) make voluntary contributions to ICAO SAFE Fund earmarked for CAPSCA; c) submit requests to ICAO for a joint ICAO/WHO CAPSCA Assistance Visit; d) utilize expertise in the medical department of their regulatory authority to assist in the development of procedures that facilitate improved public health event management and response in the aviation sector; and (ii) urged ICAO to consider allocating regular programme funding for the CAPSCA programme in the next triennium budget.

Discussion Paper No.	Action Item	Agenda Item 3.6: Technical and Regional Cooperation (cont'd)
DP/3.6/4	Action Item 51/26	The Conference, urged States/Administrations/Entities to include in addition to the subject matter expert, a focal point from their legal department as necessary, to attend the APANPIRG CRV Task Force meetings.
DP/3.6/12	Action Item 51/27	The Conference urged States in the APAC Regions to follow the ICAO policies and guidance dealing with air navigation service charges (contained in Doc 9082), and invited ICAO through the Air Navigation Services Economic Panel (ANSEP) to facilitate the setting up of a mechanism for sharing information and best practices in this regard, and to continue to identify (Doc 9161, paras 5.244 to 5.248, refers) practical operational measures to deal with problems such as air carriers defaulting payment of service charges".
DP/3.6/13	Action Item 51/28	Noting the support for the development of a training roadmap for States and aviation stakeholders in the Asia Pacific region, the Conference encouraged States and Administrations to contribute to the development of this regional training roadmap
DP/3.6/14	Action Item 51/29	The Conference requested ICAO to amend the COSCAP programme documents, Chief Technical Advisor/Project Coordinator job descriptions, and the Institutional Framework and Administrative Procedures Manuals (IFAPM) which will be presented to the next Steering Committee meeting in each COSCAP.

**RESPONSES FROM ADMINISTRATIONS
TO ACTION ITEMS ARISING FROM THE 51ST CONFERENCE
OF DIRECTORS GENERAL OF CIVIL AVIATION
ASIA AND PACIFIC REGIONS**

Noting the important role played by APANPIRG, the Conference urged States and Administrations to continue their support for APANPIRG and its activities.

Responses on Action Item 51/4

Australia is actively engaging in APAC activities and will continue to support APANPIRG, including undertaking appropriate action to support its conclusions and decisions.
CAA Macao shall continue its participation in AP ANPIRG as well as its activities as appropriate.
Japan continuously support the APANPIRG and its activities.
Malaysia will continuously support APANPIRG and its activities.
Noted.
Noted. New Zealand is an active participant in APANPIRG and several sub-group meetings.
The Philippines will continue to support the APANPIRG and its activities.

Noting the benefits of ADS-B data sharing, the Conference urged States and Administrations to share their experiences, best practices and guidance on ADS-B data sharing, and support the ICAO RSO's development, operation and maintenance of the APRD (ADS-B Avionics Problem Report Database).

Responses on Action Item 51/6

Australia	Australia is a significant ADS-B user and pioneered the sharing of ADS-B between states. Australia will continue to actively support & promote ADS-B and ADS-B data sharing with neighbouring ANSPs. During the ADS-B Task Force meetings and seminars, Airservices Australia has consistently contributed to the implementation of ADS-B in the region and has organised an ADS-B surveillance technology seminar at each meeting. More recently, Australia has submitted papers to the ADS-B Task Force and other ICAO APAC forums on the reporting and analysis of ADS-B anomalies; disabling ADS-B transmissions in-flight; and, ADS-B flight planning. Furthermore, Australia made a significant contribution to the development of the ADS-B Implementation and Operations Guidance Document and related tutorial material.
Bangladesh	
China	
Hong Kong, China	
Macao, China	Noted. CAA Macao should consider registering the database access when the database is established.
Fiji	
France	
Indonesia	
Japan	Japan agrees the request. Japan is going to take part in the activities of APRD.
Malaysia	Noted.
Myanmar	ADS-B Data Sharing Agreement between AAI (India) and DCA (Myanmar) had been signed on 06 May 2015 during CANSO APAC Conference 2015 in Fukuoka, Japan.
Nepal	
New Zealand	Agreed. New Zealand hosted the Regional ADS-B Seminar and the Fourteenth Meeting of ADS-B Study and Implementation Task Force in Christchurch, from 14 to 17 April 2015.
Philippines	CAAP is still in the process of procuring 4 ADS-B ground stations and has not yet gain experience in ADS-B operations. These ADS- B ground stations are programmed for future data sharing with adjacent FIRs.
Singapore	
Viet Nam	

Action Item 51/7	*The Conference encouraged States/Administrations to avail themselves of the CANSO ASBU guidance document and the opportunity to participate in future CANSO ASBU implementation courses.*

Responses on Action Item 51/7

Australia	Australia's ANSP, Airservices Australia, is an active member of CANSO and contributed to the development of the CANSO ASBU guidance document.
Bangladesh	
China	
Hong Kong, China	
Macao, China	CAA Macao is aware of this useful document as well as the opportunity to participate in future CANSO ASBU implementation courses.
Fiji	
France	
Indonesia	
Japan	Japan obtained the guidance document and intend to participate in the courses as needed.
Malaysia	Noted.
Myanmar	Noted.
Nepal	
New Zealand	The availability of the courses is noted.
Philippines	CAAP welcomes the opportunity in future CANSO ASBU implementation courses.
Singapore	
Viet Nam	

Action Item 51/8	*The Conference encouraged States/Administrations and ANSPs to avail themselves of the CANSO Cyber Security and Risk Assessment Guide on the CANSO website.*

Responses on Action Item 51/8

Australia	Australia's ANSP, Airservices Australia, is an active member of CANSO and contributed to the development of the CANSO Cyber Security guidance document.
Bangladesh	
China	
Hong Kong, China	
Macao, China	CAA Macao is aware of this CANSO Cyber Security and Risk Assessment

	Guide for reference.
Fiji	
France	
Indonesia	
Japan	Japan appreciates CANSO's contribution and refers the guide document, as necessary.
Malaysia	Noted.
Myanmar	Noted.
Nepal	
New Zealand	Noted.
Philippines	CAAP attended the CANSO event in Fukuoka, Japan last May 6-8, 2015. CAAP will be applying membership to CANSO, when the Philippines is already member CAAP will avail the CANSO Cyber Security and Risk Assessment Guide on the CANSO website.
Singapore	
Viet Nam	

Action Item 51/9	*Recognizing the importance of human factors in ATM, the Conference encouraged States and Administrations to provide and offer training programmes on human factors in ATM.*

Responses on Action Item 51/9

Australia	Australian regulations require Australia's Air Navigation Service Provider to train Air Traffic Controllers (ATC) in human performance and limitations relevant to ATC (Civil Aviation Safety regulation (CASR) Part 65 Manual of Standards) and to consider human factors principles while performing a number of ATM functions (CASR Part 172) requiring air traffic services to be provided in accordance with Annex 11.
	Furthermore, Australia notes the recommendation that ICAO APAC establishes a "Train the Trainers" Programme in Human Factors in ATM Training Course to assist APAC States, including providing a forum to discuss ways to manage errors and violations, both at the individual, organisational and systemic level.
Bangladesh	
China	
Hong Kong, China	
Macao, China	CAA Macao keeps track of this matter and supports this initiative.
Fiji	
France	

Indonesia	
Japan	Japan has already developed training programmes on human factors for each training curriculum of various ATM personnel, And they are provided in the basic training courses at the Aeronautical Safety College, a training institute for ATM personnel in Japan.
Malaysia	Noted. Malaysia Aviation Academy (MAvA) will coordinate the programmes.
Myanmar	Noted. On the other hand, DCA Myanmar regularly participates in the Human Factor in ATM-related courses, conducted in SAA, Singapore.
Nepal	
New Zealand	The New Zealand ATS training provider includes human factors training in its curriculum. Human factors is a compulsory examination subject in ATS licensing.
Philippines	The action item is for ICAO to provide resources for training in Human Factors in ATM. CAAP, through the CNS/ATM Project, programmed factory and site training in the various CNS/ATM disciplines and a training simulator for ATM in the ATM Center.
Singapore	
Viet Nam	

Action Item 51/13   *Noting the low responsiveness of States to APANPIRG activities, the Conference*

a) encouraged States and Administrations to provide the necessary resources and ensure continuity of participation by their experts at APANPIRG meetings and

b) requested APANPIRG to establish a mechanism for planning regional cooperation activities in particular for the implementation of ASBU Block 1 in the region.

Responses on Action Item 51/13

Australia	Australia is actively engaging in APAC activities and will continue to support APANPIRG including undertaking appropriate action to support its conclusions and decisions.
Bangladesh	
China	
Hong Kong, China	
Macao, China	CAA Macao shall continue its participation in APANPIRG as well as its activities. CAA Macao agrees with the importance of establishing such a mechanism

	regarding implementation of ASBU Block 1.
Fiji	
France	
Indonesia	
Japan	a) Japan continuously contributes the APANPIRG activities by providing the experts who have experience of advanced air navigation service in various field.
Malaysia	Malaysia agrees to provide the necessary resources and ensure continuity of Malaysia expert participation at APANPIRG meetings.
Myanmar	a) & b) Noted.
Nepal	
New Zealand	Noted. New Zealand is an active participant in APANPIRG and several Sub-Group meetings.
Philippines	CAAP experts in ATM, ATFM, AOP, AIM, CNS, MET and SAR continuously participate in APANPIRG & related meetings. The Action Item is for ICAO/APANPIRG to come up with a guidance material in harmonizing implementation of ASBU Block 1.
Singapore	
Viet Nam	

Action Item 51/14   *Following the endorsement of the APAC Seamless ATM Plan at APANPIRG/24, the Conference urged States and Administrations to report the progress of their implementation of the Seamless ATM Plan using the available reporting forms.*

Responses on Action Item 51/14

Australia	Australia notes this and understands the issue of progress reporting, and that of the reporting forms, will be discussed at the APANPIRG ATM Sub-group meeting scheduled to be held in Bangkok in August 2015 in which Australia will participate.
Bangladesh	
China	
Hong Kong, China	
Macao, China	CAA Macao has submitted the Seamless ATM reporting Form to ICAO through the web-based tool.
Fiji	
France	
Indonesia	
Japan	Japan reported the progress of the implementation of the Japanese Seamless

	ATM Plan.
Malaysia	Noted and will comply on using the available reporting forms for the progress report.
Myanmar	DCA Myanmar will report on the progress of its implementation of Seamless ATM plan.
Nepal	
New Zealand	New Zealand is participating in the seamless ATM Plan and has access to the online reporting facility.
Philippines	CAAP reported the progress of implementation of APAC Seamless ATM Plan and programmed the 7 priority APAC ASBU modules: PBN, AIDC & ADC/CPDLC in TopSky-C and ATFM/A-CDM, DAIM, FUA and ADS-B in CNS/ATM.
Singapore	
Viet Nam	

Action Item 51/15   *The Conference urged States and Administrations to implement PBN in a planned manner taking into account the circumstances, including utilizing RAIM prediction as necessary.*

Responses on Action Item 51/15

Australia	Australia has published operational and equipment regulatory standards for most PBN standards contained in the 4th edition of the PBN manual. Standards for RNP 4 and RNP 10 are already contained in the Civil Aviation Safety Regulations. RAIM prediction services are provided in Australia and utilised in flight planning for IFR operations.
Bangladesh	
China	
Hong Kong, China	
Macao, China	Noted.
Fiji	
France	
Indonesia	
Japan	Japan has implemented PBN using RAIM prediction. And Japan Civil Aviation Bureau is providing RAIM prediction information.
Malaysia	Noted.
Myanmar	DCA Myanmar has implemented PBN RNAV1 based SID/STAR procedures at Yangon and Mandalay International Airports WEF 28 May 2015. Provision RAIM Prediction information is under discussion with Aerothai.

Nepal	
New Zealand	Performance Based Navigation (PBN) is being rolled out in New Zealand under New Southern Sky (NSS), a ten year, three stage plan led by the CAA to modernise the New Zealand aviation system. The New Zealand PBN Implementation Plan was last issued by the CAA in 2009. It is planned to be updated and re-issued by December 2015 as a NSS Sub-plan. RNAV 2 has been introduced for en-route traffic. Currently Auckland and Christchurch terminal procedures have been updated to RNAV 1. Wellington procedures have been prepared. RAIM prediction capability is being reviewed as part of a total system approach under NSS, which includes the surveillance system and ground based navigation infrastructure.
Philippines	GSMS (GNSS Signal Monitoring System) or Raim Prediction was already programmed in the CNS/ATM Project.
Singapore	
Viet Nam	
Singapore	
United States	The FAA is currently the Chair of the ICAO RPAS Panel and continues to share experiences and lead development of international SARPs.
Viet Nam	

Malaysia	Noted and Malaysia will take the necessary action.
Myanmar	(i) DCA Myanmar will convey this encouragement to the Department of Health under the Ministry of Health, governing body of the public health. (ii) Noted.
Nepal	
New Zealand	Noted. New Zealand was represented at the ICAO – WHO Global CAPSCA Symposium at ICAO Headquarters in April 2015.
Philippines	The Philippines is an active member of the CAPSCA-AP project of ICAO since 2007. In 2008, CAPSCA Assistance visit was conducted in three airport authorities, namely: MIAA, MCIAA and DMIA. A voluntary monetary contribution equivalent to US$ 10,000.00 for lCAO CAPSCA-AP project will be included in budget for CY 2016. The services of Chief, OFSAM of this Authority has been assisting our ICAO Regional Office in this undertaking as contribution in kind since the start of this project.
Singapore	
Viet Nam	

Action Item 51/26   *The Conference, urged States/Administrations/Entities to include in addition to the subject matter expert, a focal point from their legal department as necessary, to attend the APANPIRG CRV Task Force meetings.*

Responses on Action Item 51/26

Australia	Australia notes this Action Item.
Bangladesh	
China	
Hong Kong, China	
Macao, China	CAA Macao and Macau International Airport support the ICAO initiative to implement the CRV in APAC. ADA as the ANSP of Macao has joined CRV Stage 1 and signed the MSA with ICAO TCB. CAA Macao and ADA will participate in the coming CRV Task Force meeting in order to learn more about the CRV issues.
Fiji	
France	
Indonesia	
Japan	Japan nominated the expert who has responsible for aeronautical communication and related contract matter, under the coordination with other departments as necessary.
Malaysia	Malaysia's Legal advisor attended the Fourth Meeting of the Common Regional Virtual Private Task Force (CRV TF/4), 18 - 22 May 2015 at Bangkok, Thailand.
Myanmar	In response to the State Letter T 82/10 & T 8/10.21: AP 172/14 (CNS) dated 19 December 2014, DCA Myanmar has nominated Mr. Kyaw Zay Ya, Executive Engineer (CNS), as the subject matter expect and the focal point for legal matter, since 31 Jan 2015.
Nepal	
New Zealand	Airways New Zealand is involved in this project and have provided a focal point of contact for legal issues as requested.
Philippines	The CAAP supports the establishment of Common Regional Virtual Private Network in Asia Pacific Region. The Director General signed the Management Services Agreement for CRV Procurement Stage 1.
	The CAAP has remitted and paid US$ 10,000 as payment for the assistance to the procurement of CRV service with agreement between CRV Pioneer parties and ICAO for the provision of service under CAAP ANF Maintenance Fund 2015.
	The CAAP has nominated the focal person for CRV project as per letter to ICAO dated February 20, 2015. In addition, we sent representatives to the 4th Meeting of the Common Regional Private Network Task Force (CRVTF/4) and 2nd Meeting of the Aeronautical Communication Services

	Implementation Coordination Group (CSICG/2) at Bangkok, Thailand, my 18-22, 2015.
Singapore	
Viet Nam	

Action Item 51/28   *Noting the support for the development of a training roadmap for States and aviation stakeholders in the Asia Pacific region, the Conference encouraged States and Administrations to contribute to the development of this regional training roadmap.*

Responses on Action Item 51/28

Australia	Australia notes the Action Item and the generous offer from the Singapore Aviation Academy (SAA) to assist ICAO and States with the development of a training roadmap.
	Australia's aviation portfolio agencies currently conduct their own training requirements in-house and therefore do not have a need to take up the SAA offer at this time.
Bangladesh	
China	
Hong Kong, China	
Macao, China	CAA Macao is supportive to this proposal.
Fiji	
France	
Indonesia	
Japan	Japan recognizes the work done by the Conference and will continue to support its activities.
Malaysia	The Malaysia Aviation Academy (MAvA), the training arm of the Department of Civil Aviation Malaysia is prepared to work with ICAO and APAC States to develop the regional training roadmap and is willing to participate in any focus group discussions as well as development and delivery of identified training courses.
Myanmar	Myanmar will be working together with other States in the Asia-Pacific region for the development of regional training roadmap.
Nepal	
New Zealand	Noted. New Zealand will contribute as resources permit.
Philippines	The CAAP through its training arm, CATC, has recently acquired "Associate Membership" status with the ICAO TRAINAIR PLUS Program.

	It is now capable of developing and coordinating aviation training using the TRAINAIR PLUS methodology. The CATC is also in its final state of physical rehabilitation with modem training facilities and equipment. The CAAP plans to convert the CATC into an ASEAN Aviation Academy (AAA) within the next five (5) years (Flight Plan 2020).
Singapore	
Viet Nam	

Bangladesh	
China	
Hong Kong, China	
Macao, China	Noted.
Fiji	
France	
Indonesia	
Japan	Japan will continue to support the activities done by the Conference.
Malaysia	Noted.
Myanmar	Noted.
Nepal	
New Zealand	Noted.
Philippines	The Philippines is an active member of the COSCAP-SEA Programme. As a member, we will support all COSCAP-SEA initiatives programmes.
Singapore	
Viet Nam	

—-----------