*International Civil Aviation Organization*

**The Twenty-Second Meeting of the APANPIRG ATM/AIS/SAR Sub-Group (ATM/AIS/SAR/SG/22)**

Bangkok, Thailand, 25 – 29 June 2012

**Agenda Item 4:**      **Review outcome of relevant meetings**

**48TH CONFERENCE OF DIRECTORS GENERAL OF CIVIL AVIATION OUTCOMES**

(Presented by the Secretariat)

**SUMMARY**

This paper presents relevant information from the 48th Conference of Directors General of Civil Aviation Asia and Pacific Regions (DGCA/48) meeting, held from 10 to 14 October 2011 at New Caledonia.

This paper relates to –

**Strategic Objectives:**
> A: **Safety** – *Enhance global civil aviation safety*
> C: **Environmental Protection and Sustainable Development of Air Transport** – *Foster harmonized and economically viable development of international civil aviation that does not unduly harm the environment*

**Global Plan Initiatives:**
GPI-1     Flexible use of airspace
GPI-2     Reduced vertical separation minima
GPI-3     Harmonization of level systems
GPI-4     Alignment of upper airspace classifications
GPI-5     RNAV and RNP (Performance-based navigation)
GPI-6     Air traffic flow management
GPI-7     Dynamic and flexible ATS route management
GPI-8     Collaborative airspace design and management
GPI-9     Situational awareness
GPI-10   Terminal area design and management
GPI-11   RNP and RNAV SIDs and STARs
GPI-12   Functional integration of ground systems with airborne systems
GPI-13   Aerodrome design and management
GPI-14   Runway operations
GPI-15   Match IMC and VMC operating capacity
GPI-16   Decision support systems and alerting systems
GPI-17   Data link applications
GPI-18   Aeronautical information
GPI-19   Meteorological Systems
GPI-20   WGS-84
GPI-21   Navigation systems
GPI-22   Communication infrastructure
GPI-23   Aeronautical radio spectrum

## 1.      INTRODUCTION

1.1        The 48th Conference of Directors General of Civil Aviation (DGCA), Asia and Pacific Regions was held from 10 to 14 October 2011 in New Caledonia.  The Conference was attended by 198 delegates from 33 Asia/Pacific administrations and 10 International Organizations.

1.2        The 48th Conference of Directors General of Civil Aviation (DGCA), Asia and Pacific Regions was held from 10 to 14 October 2011 in Noumea, New Caledonia.  The Conference was attended by 207 delegates from 33 Asia/Pacific administrations, 10 International Organizations and 2 aircraft manufacturers.

1.3        The Conference noted that the Asia/Pacific was one of the fastest growing regions in air traffic movements placing increasing demands on Air Traffic Management (ATM), and hence the need to enhance the safety and efficiency of Air Navigation Services (ANS) in the region. Given that a significant portion of the air traffic in the Asia-Pacific crosses oceans, there was a particular need to address the enhanced provision of ANS in oceanic airspace as well.

1.4        The Conference also noted that Asia/Pacific States and Administrations were pursuing ATM modernization, albeit to different degrees and agreed that in this inter-connected region, States and Administrations should share information and experiences on the challenges, opportunities and potential solutions for increasing airspace capacity and enhancing ATM in the Asia/Pacific.  In addition in view of the trans- boundary nature of air transport, it was necessary for States and Administrations to collaborate and harmonize ATM modernization plans and efforts for the Asia/Pacific to move towards seamless skies.

1.5        The Conference further noted that ICAO has initiated the Aviation System Block Upgrades (ASBUs) – a framework for the development and deployment of ATM operational capabilities, which are scalable to meet regional or local needs, in order to ensure inter-operability and harmonize ATM modernization globally through integrated planning.  The ASBUs would be a key part of the revision of the Global Air Navigation Plan (GANP), which would be discussed at the Air Navigation Conference in November 2012.

1.6        ICAO conducted two workshops one in Bangkok from 14 to 18 May and the second in Fiji from 21 to 25 May 2012 to assist States of this region in the implementation of ASBU framework. Furthermore, the workshop provided an excellent opportunity to understand the agenda of the AN-Conf/12 and expected outcomes and support APAC States to prepare for their participation in the deliberations.

## 2.      DISCUSSION

2.1        The Conference endorsed the APANPIRG's establishment of the Asia/Pacific Seamless ATM Planning Group (APSAPG) to guide ATM modernization, collaboration and harmonization in the Asia-Pacific and agreed for the Planning Group to study the ASBUs and provide advice on the benefits, business case and implications of the various elements to the Asia-Pacific States and Administrations, and possibly a regional position.  The Conference also agreed on the need to define the critical minimum system needs under the ASBUs to be implemented in this region.

2.2        The Conference reaffirmed the need for expedited implementation of PBN, Continuous Descent Operations and the new ICAO FPL 2012, as well as deployment of technology enablers such as GNSS, ADS-B and AIM. Hong Kong, China also highlighted the need for a regional Air Traffic Flow Management (ATFM) strategy within the Asia-Pacific in the future.

2.3        The Conference identified 8 Action items and requested States/Administrations to act upon the agreed Action Items and provide ICAO APAC office a status report of implementation within the stipulated period. The list of Action Items arising from DGCA/48 is appended as **Appendix A**, and the meeting should note the following on these items:

- Action Item 48/1 – the Asia/Pacific Regional Office had already sent a State Letter urging the sharing of ATM Modernization Programme information, and that the Regional Office is maintaining a special webpage resource for matters related to APSAPG, so this would be an appropriate place for ATM Modernization Programme information.  Asia/Pacific administrations should recognize the need to support the APSAPG as requested by the DGCA/48;

- Action Item 48/2 – APSAPG was expected to present a draft Asia/Pacific Position Statement on ASBU to APANPIRG/23 (10-14 September 2012), and that ASBU elements were an integral part of the Seamless ATM planning being conducted by APSAPG.  However, it should be noted that the ASBU Document provides advice on benefits and business cases, so the APSAPG would only provide high level advice on economic issues when this was readily available and not duplicated by ASBU already;

- Action Item 48/3 – APSAPG intended to identify the critical minimum operational and system needs for Seamless ATM, including, but not confined to, applicable ASBU elements;

- Action Item 48/4 – the ATM/AIS/SAR Sub-group should note WP16 on the subject of ADS-B implementation;

- Action Item 48/5 – this was a matter for the CNS-MET Sub-group to consider;

- Action Item 48/6 – the ATM/AIS/SAR Sub-group should note WP08 on the subject of ICAO Doc 4444 Amendment 1implementation;

- Action Item 48/7 – the ATM/AIS/SAR Sub-group should note WP09 on the subject of Aeronautical Information Management (AIM) implementation; and

- Action Item 48/8 – the ATM/AIS/SAR Sub-group should note WP18 on the subject of the ATFM Group, and the incorporation of the Asia/Pacific ATFM Concept of Operations within the draft Global ATFM Guidance Material being developed by this Group.

2.4        The theme topic agreed by the Conference for the 49th Conference of DGCAs was 'Managing Air Transport Growth in the Asia Pacific Region through a collaborative approach to Safety, Security and Sustainability'.

## 3.        ACTION BY THE MEETING

3.1        The meeting is invited to:

a)        note the information contained in this paper;

b)        discuss the Action Item responses noted in paragraph 2.3; and

c)        discuss any relevant matters as appropriate.

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## Appendix A: List of Action Items Arising From the 48th Conference

| | Agenda Item 1 and 3: |
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| Action Item 48/1 | Recognizing the need for collaboration and harmonization towards seamless ATM in the Asia-Pacific region, the Conference urges States and Administrations to:<br><br>a) share information and experience on their ATM modernization programmes, and requests ICAO to explore setting up a website for this; and<br><br>b) actively participate and contribute resources as appropriate to the Asia Pacific Seamless ATM Planning Group. |
| Action Item 48/2 | Recognizing the potentially significant impact of the ICAO Aviation System Block Upgrades on national ATM modernization and regional harmonization, the Conference requests APANPIRG, through the Asia Pacific Seamless ATM Planning Group, to:<br><br>a) study the proposed ICAO Aviation System Block Upgrades and provide advice on the benefits, business case and implications to States and Administrations; and<br><br>b) explore formulating a regional position prior to the 12th Air Navigation Conference. |
| Action Item 48/3 | Noting that not all elements of the ICAO Aviation System Block Upgrades are required by States and Administrations, the Conference requests APANPIRG, through the Asia Pacific Seamless ATM Planning Group, to:<br><br>identify the critical minimum operational and system needs under the ASBUs for implementation. |
| Action Item 48/4 | Recognizing that the full benefits of ADS-B would only be achieved through harmonized implementation, the Conference urges States and Administrations to expedite ADS-B implementation and share with ICAO Regional Office their implementation plan. |
| Action Item 48/5 | Noting the importance of GNSS in supporting PBN, the Conference urges States and Administration to:<br><br>a) expedite the implementation of PBN as well as GNSS, and to look into creating a regulatory environment and the protection of aviation use of GNSS; and<br><br>b) implement the minimum requirement of GNSS-enabled area navigation systems for all RNP navigation authorizations, which has been adopted. |

| | **Agenda Item 1 and 3:** |
|---|---|
| Action Item 48/6 | Given the need for global implementation of the new FPL 2012, the Conference urges States and Administrations to:<br><br>a)   expedite its implementation; and<br><br>b)   cooperate and share information with other States and Administrations to ensure a timely transition to the FPL2012. |
| Action Item 48/7 | To promote AIM implementation in the Asia-Pacific, the Conference urges ICAO to look into:<br><br>a)   developing an Asia Pacific AIM Implementation Plan to ensure seamless transition to AIM and inter-operability;<br><br>b)   providing States with Guidance Material on electronic Terrain and Obstacle Data (eTOD) implementation until ICAO specifications on electronic terrain and obstacle data are developed;<br><br>c)   establishing a website as a means of tracking the implementation status of States and Administration; and<br><br>d)   establishing a central database of aeronautical information that is available to ATM users. |
| Action Item 48/8 | Recognizing the benefits of ATFM, the Conference requests that the ICAO Regional Office develop and coordinate with ICAO Air Navigation Bureau the Regional ATFM Strategy. |