

**54<sup>th</sup> Conference of Directors General of Civil Aviation  
Asia and Pacific Regions**

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**LIST OF ACTION ITEMS ARISING FROM THE 54<sup>th</sup> CONFERENCE**

Discussion Paper No.	Action Item	Description
<b>Agenda Item 1 - Theme Topic</b>		
DP/1/1, DP/1/4, DP/1/7 & DP/1/8	Action Item 54/1	<p><b>The Challenge of Managing Outcome Focused and Risk Based Regulations for Asia Pacific States.</b></p> <p>Recognizing the need to adopt performance-based regulation and a risk-based approach in safety management to better address the safety challenges in the APAC Region, and the instrumental role ICAO plays in supporting States to effectively implement this approach, the Conference:</p> <ul style="list-style-type: none"> <li>a) Recommended ICAO to organise a regional workshop to promote the sharing of knowledge and best practices among States, so as to support implementation of Performance-based Regulations (PBR) to further enhance safety;</li> <li>b) Requested ICAO where appropriate to develop guidance material and tools to support a risk-based approach in safety management;</li> <li>c) Encouraged States/Administrations to put more resources and efforts to achieve the objectives outlined in the GASP, in particular the implementation of a State Safety Programme (SSP) and Safety Management System (SMS);</li> <li>d) Encouraged ICAO to prioritise the adoption of performance-based SARPs, where appropriate, such as in Annex 14;</li> <li>e) Encouraged ICAO to adopt a differentiated Effective Implementation (EI) target commensurate with States' level and complexity of aviation activities in the GASP 2020-2022; and</li> <li>f) Encouraged States/Administrations, as appropriate, to implement performance-based regulation to further enhance safety.</li> </ul>

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<b>Agenda Item 3: Aviation Safety and Air Navigation</b>		
DP/3/2	Action Item 54/2	<p><b>Quality and Timeliness of Aeronautical Information</b></p> <p>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:</p> <ul style="list-style-type: none"> <li>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;</li> <li>b) take stronger actions on the APANPIRG Conclusions relating to Aeronautical Information Services, as agreed by State representatives at APANPIRG meetings; and</li> <li>c) review their AIM transition plan and ensure that they have fully implemented AIRAC and quality management-related AIM transition steps.</li> </ul>
DP/3/5	Action Item 54/3	<p><b>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</b></p> <p>Noting that insufficient safety oversight resources to meet the projected growth in aviation is a common problem for States/Administrations, the ICAO presented their proposed global strategy and action plan for the improvement of RSOOs and the establishment of a global system for the provision of safety oversight, the Conference urged States/Administrations to support the proposed global strategy to improve and strengthen existing RSOOs; and, States endorse the objectives for a global system for the provision of safety oversight, and are encouraged to participate in the study of a proposed Global Aviation Safety Oversight System (GASOS).</p>
DP/3/7	Action Item 54/4	<p><b>Automation Interface between Flight Information Regions</b></p> <p>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 “<i>Automation Interface Between Flight Information Regions: Best Practice Guide for ANSPs</i>”.</p>

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DP/3/8	Action Item 54/5	<p><b>Managing Interference to Global Navigation Satellite System (GNSS)</b></p> <p>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:</p> <ul style="list-style-type: none"> <li>a) work proactively with their National Telecommunications Authorities to ensure robust detection, management and mitigation processes are in place to address GNSS interference; and</li> <li>b) ensure that ICAO guidance material is made available and well understood by relevant stakeholders.</li> </ul>
DP/3/9	Action Item 54/6	<p><b>Initiatives to Promote Safe and Efficient Ground Handling Operations</b></p> <p>Acknowledging IATA's efforts in developing industry standards and systems to promote and enhance the safety and efficiency of ground handling operations, the Conference requested States/Administrations and industry to take into account the recent work by ICAO on developing relevant guidance as well as IATA safety audits, or relevant industry standards and guidance.</p>
DP/3/11	Action Item 54/7	<p><b>Implementation of Performance Based Communication and Surveillance (PBCS) in Asia Pacific</b></p> <p>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:</p> <ul style="list-style-type: none"> <li>a) Respond to the ICAO APAC survey on PBCS (if they have not already done so); and</li> <li>b) Ensure they have an operational approval process for aircraft on their registry that will operate in PBCS airspace areas.</li> </ul>
DP/3/12	Action Item 54/8	<p><b>Civil Aviation Regulatory Framework and Performance Based Regulations in Air Navigation</b></p> <p>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:</p> <ul style="list-style-type: none"> <li>a) recommended that the RASG APAC to consider developing guidance material for an ANS oversight; and</li> <li>b) encouraged the APAC States/Administrations to participate in the development of the guidance material.</li> </ul>

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DP/3/24 & DP/3/44	Action Item 54/9	<p><b>Safety Oversight and Management of Unmanned aircraft operations</b></p> <p>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:</p> <ul style="list-style-type: none"> <li>a) Actively participate in the ICAO Asia/Pacific Unmanned Aircraft Systems Task Force; and</li> <li>b) Participate in Remotely Piloted Aircraft Systems (RPAS) and Drone Enable Symposiums to be organized by ICAO in September 2017.</li> </ul>
DP/3/23	Action Item 54/10	<p>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:</p> <ul style="list-style-type: none"> <li>a) to participate in the Distributed Multi-Nodal ATFM Network project and commit the necessary resources to support cross-border ATFM operations;</li> <li>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</li> <li>c) developing ATFM implementation plans, to harmonize the processes in line with the ICAO Asia Pacific Regional Framework for Collaborative ATFM.</li> </ul>
DP/3/25 & DP/3/37	Action Item 54/11	<p><b>Safety Management Measures</b></p> <p>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:</p> <ul style="list-style-type: none"> <li>a) ICAO to organize training sessions and experience exchanges, and learn from the practical experiences and best practices adopted by other States/Administrations; and</li> <li>b) States to share experience and lessons in safety performance management, to enable ICAO to update the Safety Management website with the relevant information.</li> </ul>

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DP/3/42	Action Item 54/12	<p><b>Harmonization of Airport Collaborative Decision Making (A-CDM) Practices</b></p> <p>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:</p> <ul style="list-style-type: none"> <li>a) work towards harmonization of A-CDM practices in APAC Region and to participate in the ICAO Asia/Pacific A-CDM/TF; and</li> <li>b) implement A-CDM taking into account the cross-border ATFM operations.</li> </ul>
DP/3/49	Action Item 54/13	<p><b>Paving way for Interoperability of Air Traffic Management System (ATMS)</b></p> <p>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.</p>
<b>Agenda Item 4: Economic Development of Air Transport</b>		
DP/4/1	Action Item 54/14	<p><b>ICAO's work for Economic Development of Air Transport</b></p> <p>The Conference acknowledged ICAO's work for economic development of air transport and encouraged States/ Administrations to:</p> <ul style="list-style-type: none"> <li>a) Apply and follow ICAO's policies and guidance in the air transport field in their regulatory practices, including the long-term vision for liberalization and core principles on consumer protection;</li> <li>b) Coordinate with ICAO in meeting States' needs of data, analysis and tools to promote air transport development in the region; and</li> <li>c) Contribute to the voluntary Air Transport Fund.</li> </ul>
DP/4/7	Action Item 54/15	<p><b>Economic Benefits of Code-share, Co-Terminal and own –stopover rights.</b></p> <p>Recognising the benefits of liberalising third party code-share, domestic code-share, co-terminal and own-stopover rights to all aviation stakeholders and to the States' economies, the Conference encouraged States to liberalise these rights as part of the wider liberalisation of market access.</p>

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<b>Agenda Item 5: Aviation and Environment</b>		
DP/5/1	Action Item 54/16	<p><b>International Civil Aviation and Environment</b></p> <p>Acknowledging the recent developments within ICAO in the field of aviation and the environment, including the results of the 39<sup>th</sup> Session of the ICAO Assembly held from 27 September to 6 October 2016, the Conference encouraged States/Administrations to:</p> <ul style="list-style-type: none"> <li>a) develop, update and submit their action plans as soon as possible;</li> <li>b) promote the use of regional events as valuable opportunities to connect Member States in order to establish a regional dialogue on CORSIA and its implementation, as well as encourage States to voluntarily participate in CORSIA from its outset; and</li> <li>c) continue to inform the UNFCCC process of the work being undertaken by ICAO to address emissions from international civil aviation.</li> </ul>
DP/5/3, DP/5/7 & DP/5/9	Action Item 54/17	<p><b>Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA)</b></p> <p>Recognizing the importance of Monitoring, Reporting and Verification (MRV) of CO<sub>2</sub> emissions from international aviation in order to ensure the steady implementation of CORSIA in line with the timeline as adopted at the 39<sup>th</sup> ICAO Assembly, the Conference encouraged States/Administrations to:</p> <ul style="list-style-type: none"> <li>a) consider the steps and challenges in implementing the CORSIA; and</li> <li>b) conduct early engagement with key Government and aviation industry stakeholders.</li> </ul>
DP/5/12	Action Item 54/18	<p><b>Use of Sustainable Alternative Fuels for International Aviation</b></p> <p>Noting some of the considerations taken in the use of Sustainable Alternative Fuels for Aviation (SAF) in the CAAS-SIA [Civil Aviation Authority of Singapore (CAAS), in partnership with Singapore Airlines (SIA)] Green Package Flights, the Conference:</p> <ul style="list-style-type: none"> <li>a) Urged ICAO to consider including the key elements identified relating to regulatory requirements and procedures, dropped-in fuel certification, and life cycle emissions factor in ICAO's guidelines for SAF; and</li> <li>b) Encouraged States/Administrations to share their concerns and experiences in the development and deployment of SAF particularly at the ICAO Conference on Aviation and Alternative Fuels in October 2017.</li> </ul>

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<b>Agenda Item 6: Technical and Regional Cooperation</b>		
DP/6/9	Action Item 54/19	<p>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:</p> <ul style="list-style-type: none"> <li>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</li> <li>b) Noted the need for collaboration among APAC States in terms of AIM implementation.</li> </ul>
DP/6/17	Action Item 54/20	<p>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:</p> <ul style="list-style-type: none"> <li>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</li> <li>b) Set and monitor 2020 as the target for CRV implementation for all ASNP, to optimize each individual cost benefit analysis, and note that failing this, pessimistic assumptions might threaten the roll-out of CRV initiative.</li> </ul>
DP/6/18	Action Item 54/21	<p>Recognising a very successful methodology and assistance concept through the ongoing ICAO APAC CAT missions, there is a strong justification for the sustainment of the ICAO APAC CAT Mission programme to continue assistance to APAC States as part of the NCLB initiative, the Conference:</p> <ul style="list-style-type: none"> <li>a) Urged States to write directly to the ICAO APAC Regional Office to provide in-kind contributions by releasing SMEs for future planned CAT missions;</li> <li>b) Encouraged States who have received APAC CAT Mission assistance to consistently work on the guidance provided and implementation of the recommendations contained in the comprehensive mission reports and report the progress to the APAC Regional Office;</li> <li>c) Urged States, Organizations and Industry to make voluntary contributions to the ICAO SAFE Fund earmarked for the ICAO APAC Combined Action Team (CAT) programme to support its continued assistance activities to States; and</li> <li>d) Urged ICAO to continue APAC CAT assistance missions through 2019.</li> </ul>

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<b>Agenda Item 7.1: Session on Air Navigation (AN) Safety and Efficiency issues</b>		
	Action Item 54/22	<p><b>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</b></p> <p>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:</p> <ul style="list-style-type: none"> <li>a) a whole-of government approach that recognises that supporting civil aviation was consistent with the military mission to defend the nation;</li> <li>b) an appropriate consultation with airspace users and neighbouring States as required; and</li> <li>c) support for civil/military seminars/workshops.</li> </ul>
<b>Agenda Item 7.2: Session on Aviation Safety issue</b>		
	Action Item 54/23	<p><b>Issue No. 2: Runway Safety – Meeting the Challenges of Increasing Runway Excursions</b></p> <p>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:</p> <ul style="list-style-type: none"> <li>a) establish runway safety programme;</li> <li>b) ensure the establishment and effectiveness of a Runway Safety Team (RST) at every International Airport in the region; and</li> <li>c) report the progress of constitution of RST and its functioning at all their International airports to the 55th DGCA Conference.</li> </ul>
<b>Agenda Item 7.3: Session on Aviation Security &amp; Facilitation (AS&amp;FL) issues</b>		
	Action Item 54/24	<p><b>Issue No. 3: Resolution of Aviation Security Deficiencies</b></p> <p>Noting that CE 8 – Resolution of Security Concerns of States’ Aviation Security Oversight System is often the Critical Element with the lowest level of effective implementation as demonstrated through the results of ICAO USAP audits, the Conference recommended States/Administrations to :</p> <ul style="list-style-type: none"> <li>a) recognise the importance of comprehensive legislative foundation to ensure effectiveness of the appropriate authority for aviation security and adequate graded enforcement mechanisms to ensure compliance with</li> </ul>

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		<p>national policies;</p> <p>b) ensure the establishment of the designated national appropriate authority for aviation security with sufficient resources and legal authority to enforce compliance with national requirements and implement enforcement mechanisms as required; and</p> <p>c) ensure that aviation security deficiencies identified through quality control activities are actively managed and tracked through the regulatory oversight system through development of software or database to record and monitor quality control activities and deficiencies identified together with corrective action plans.</p>
<b>Agenda Item 9: Other Business</b>		
DP/9c/3	Action Item 54/25	<p><b>Asia Pacific Civil Aviation Commission (APCAC) Feasibility Study – Progress Report</b></p> <p>Noting that APCAC Taskforce has determined that there was insufficient basis to establish an Asia Pacific Civil Aviation Commission (APCAC), the Conference:</p> <p>a) Agreed to conclude the APCAC feasibility study and establish a new Taskforce to focus exclusively on strengthening and evolving existing regional mechanism for regional cooperation, towards capability and capacity building and technical assistance; and</p> <p>b) Encourage States/Administrations to participate in the new Taskforce.</p>
	Action Item 54/26	<p><b>Draft Declaration of Civil Aviation Ministers' Conference</b></p> <p>The Conference agreed to presenting the draft Ministerial declaration for consideration at the Ministerial Conference to be held in early 2018.</p>
DP/9c/2	Action Item 54/27	<p>Acknowledging the benefit of participation by the President of ICAO Council, ICAO Secretary General, ICAO Council Representatives from the Region and Directors of ICAO Bureaus at the 54<sup>th</sup> DGCA Conference, the Conference urged for the participation in future Conferences by ICAO Air Navigation Commissioners and Council Members from APAC Region in addition to Senior Officials from ICAO.</p>

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