

**55th CONFERENCE OF
DIRECTORS GENERAL OF CIVIL AVIATION
ASIA AND PACIFIC REGIONS**

*Denarau Island, Nadi, Fiji
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AGENDA ITEM 1: THEME TOPIC

**REPORT OF THE MONTREAL GROUP OF ASIA-PACIFIC
REPRESENTATIVES ON THE COUNCIL OF ICAO**

Presented by the Representative of Australia on the ICAO Council, on behalf of the ICAO
Council Representatives of Australia, China, India, Japan, Malaysia,
the Republic of Korea, and Singapore

SUMMARY

The Council Representatives of Australia, China, India, Japan, Malaysia, Republic of Korea, and Singapore, presents a report from the Montreal Group of Asia-Asia Pacific Representatives on the ICAO Council outlining significant issues for the ICAO Council over the preceding year, including the development of the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA), the adoption of the first-ever ICAO Global Aviation Security Plan, the Council's efforts to address the safety risks posed by unannounced missile launches in the region, and the adoption of the Beijing Declaration on Civil Aviation.

REPORT OF THE MONTREAL GROUP OF ASIA-PACIFIC REPRESENTATIVES ON THE COUNCIL OF ICAO

1. INTRODUCTION

1.1 The Montreal Group of Asia-Pacific Representatives on the Council of ICAO (the Montreal Group) is an informal grouping of the Representatives of the seven Asia-Pacific States on the ICAO Council (Australia, China, India, Japan, Malaysia, Republic of Korea, and Singapore), joined for many discussions by Representatives to ICAO from non-Council Member States based in Montreal (including Afghanistan, Indonesia, and Pakistan).

1.2 Coordination of the Montreal Group rotates between Council Representatives, in alphabetical order by State. The Representative of Australia took over coordination from the Representative of Singapore early in 2018, and will soon handover to the Representative of China. The Montreal Group meets before each Council Session, and during each Session as may be required, to discuss items of interest to members, and to coordinate on internal Council operational matters such as membership of Council committees.

1.3 Rather than a formal mechanism for determining and holding common, standardized positions, as used by some other regional groups within ICAO, the Montreal Group is an informal opportunity for exchange and discussions, and presents an opportunity for Council Representatives to hear from the other Asia-Pacific states represented in Montreal.

1.4 Reports by the Montreal Group to DGCA will contribute to additional dialogue between Council Representatives and all ICAO Member States of the Asia-Pacific, improving awareness amongst Council Representatives from the Region of issues across the Asia-Pacific.

2. DISCUSSION

2.1 Significant action by Council over the last year

2017 and 2018 have seen a number of significant actions by Council. A number of new Standards and Recommended Practices (SARPs) and amendments were adopted by the Council. These ensure that ICAO SARPs remain up-to-date and are able to accommodate developing technologies. A summary is provided in Annex A.

In addition, key actions by Council include:

- (a) Significant work on the Carbon Offsetting and Reduction Scheme for International Aviation (CORSA), as agreed by the 39th Session of the ICAO Assembly in 2016, leading to the adoption of a new Annex 16 Volume IV and approval of Implementation Elements for CORSA in June 2018. Since June, although several Emissions Unit Criteria in the Implementation Elements still require further works, the Council's focus has shifted to plans by the Organization for capacity building and assistance work, including the ACT CORSA programme.
- (b) Decision in October 2017 on the risks posed by unannounced launches of ballistic missiles by the Democratic People's Republic of Korea (DPRK), and ongoing monitoring of ICAO's subsequent work with DPRK authorities to address the issue.
- (c) Endorsement in November 2017 of the first-ever Global Aviation Security Plan (GASeP) to improve international coordination and planning to counter threats to civil aviation, in line with Resolutions of the United Nations Security Council, and subsequent work to support the development of regional roadmaps to implement the GASeP globally.

- (d) Reappointment in March 2018 of ICAO Secretary General Dr Fang Liu of China by unanimous acclamation for a second term. Dr Liu was the first woman appointed as Secretary General of ICAO, and the second ICAO Secretary General from the Asia-Pacific region.
- (e) Following the adoption of CORSIA in June 2018, and in recognition of the concerns expressed by a number of Member States with the membership and elements of the working methods of the Committee on Aviation Environment Protection (CAEP), the Council has initiated a review CAEP, to be completed in coming months. The Montreal Group is working together to seek to ensure CAEP's membership includes a representative mix of developed and developing states with appropriate geographic representation, and that CAEP operates in a transparent manner to allow Member States greater visibility of its work.

2.2 **Other significant issues in ICAO over the last year relevant to APAC**

ICAO's work on behalf of all 192 Member States necessitates global work. Nevertheless, over the last year a number of events and developments within ICAO are particularly relevant to Asia-Pacific States:

- (a) The adoption in February 2018 by Asia-Pacific Ministers for Civil Aviation of the Beijing Declaration has given an impetus to collaboration in support of shared aviation goals across the Asia-Pacific region, providing high-level political support ICAO's No Country Left Behind work in the region, and a regional structure to pursue and report on the region's goals as set out in the Declaration, ahead of the second Conference of Asia-Pacific Ministers for Civil Aviation proposed to be held in India in 2020.
- (b) Since the 39th Session of the ICAO Assembly in 2016, ICAO has initiated additional work to address the needs of Pacific Islands, including a 'Pacific Needs Analysis'. The Secretary General has also visited Australia, New Zealand and Vanuatu, engaging in more detail with Pacific Islands issues. A number of Asia-Pacific States have agreed to fund the study in cash and in-kind and ICAO is progressing to hire a project manager for the study.
- (c) Work to review both the safety and security audit programmes of the Organization (the Universal Safety Oversight Audit Programme-Continuous Monitoring Approach (USOAP-CMA) and the Universal Security Audit Programme (USAP-CMA) by the Group of Experts for a Structure Review of USOAP-CMA (GE-USR) and the Secretariat Study Group on the USAP-CMA, respectively, have identified a range of initiatives to reduce the burden on Member States while increasing the value and effectiveness of ICAO's audit programmes.
- (d) ICAO has continued its technical assistance programs and capacity building activities around the world and in the Asia-Pacific region. Most significant for the Asia-Pacific region, efforts to resolve Serious Safety Concerns (SSCs) have seen SSCs in Thailand and Nepal resolved.

2.3 **Issues and prospects for 2019 in the Council**

During 2019 a number of issues of significance for the States of the Asia-Pacific Region will be discussed and considered by Council:

- (a) Work to prepare both a draft Budget for the Organization, and a Business Plan for the next Triennium will begin in the 215th Session of the Council in late 2018. These negotiations will continue through into 2019, and culminate in a Budget and Business Plan to be presented by the Council to the 40th Session of the Assembly in September/October 2019. For the Asia-Pacific Region, resourcing for the Regional Office in Bangkok, and the Regional Sub-Office in Beijing, will be critical in giving the Offices the means to provide Member States in

the Region with the support they need. To deliver the necessary resourcing, preparing and positioning for budget discussions in general will be extremely important.

- (b) At the 40th Assembly in September/October 2019, a new Council will be elected for the 20-21-22 Triennium, and thereafter a new Air Navigation Commission will be appointed by the Council. For this coming Triennium, the Council and ANC will remain at 36 and 19 members respectively. To ensure Asia-Pacific Council membership is not impacted by other regions seeking to increase their representation ahead of Council and ANC expansion, States of the Asia-Pacific will need to work to ensure representation on the Council is not diminished.
- (c) Issues related to the safety of air navigation posed by unannounced missile launches have been a serious concern for states in the Asia-Pacific Region, and globally. Following Council's consideration of the issue in 2017, ICAO's engagement on the issue in 2018 has shown promise, and the Montreal Group will continue to give the issues receive appropriate consideration and attention within the Council and within ICAO.
- (d) Following discussions at the 39th Session of the Assembly in 2016, ICAO has initiated work to conduct an analysis of the needs of Pacific Island States. The Montreal Group will continue to monitor and press ICAO to give Pacific Island States the required assistance and attention, to ensure that No Country is Left Behind.
- (e) As A40 approaches in 2019, and Asia-Pacific States prepare, the Montreal Group encourages all States in the Region to:
 - i. Seek out and embrace opportunities to present a united front as the Asia-Pacific;
 - ii. Continue to support the Montreal Group in activities and discussions in Montreal in order to ensure that the region is not left behind in ICAO efforts and initiatives;
 - iii. Support the Asia Pacific Council candidatures at A40 to ensure the Asia-Pacific voice in the Council is not diminished; and
 - iv. Support the ratification of the amendments to Article 50 (a) and 56 of the Chicago Convention to enlarge the Council and ANC, so that the Asia-Pacific Region can increase its representation in the Council, in line with its global significance.

3. ACTION BY THE CONFERENCE

3.1 The Conference is invited to:

- a) note the work of the Montreal Group on behalf of all member States in ICAO with particular focus on Asia-Pacific's needs;
- b) agree to work cooperatively with the Asia-Pacific Region's Council members to collectively support the needs and interests of the Region in order to ensure that no country is left behind in ICAO's efforts and initiatives; and
- c) agree to work cooperatively to ensure the Asia-Pacific Region's representation in Council is not diminished.

Annex A**Summary of SARPs/Amendments to SARPS Adopted by ICAO Council in 2018**

S/No	SARPs	Summary	Effective Date	Applicability Date	State Letter
1	Amendment 175 to Annex 1 — <i>Personnel Licensing</i>	The amendment concerns: a. Introduction of a regulatory structure for the issuance of remote pilot licences and the provision of a global framework for the regulation of RPAS licensing to support international flights operating under IFR; b. Approval and global recognition of AMOs (Phases I and II); c) An adjustment to the reference to the WMO requirements for the qualifications, competencies, education and training of aeronautical meteorological personnel.	16 Jul 2018	8 Nov 2018	AN 12/1.1.23-18/11 dated 28 Mar 2018
2	Amendment 46 to Annex 2 — <i>Rules of the Air</i>	The amendment concerns consequential amendments as a result of: a) Proposed provisions for Annex 1 — <i>Personnel Licensing</i> introducing a regulatory structure for the issuance of remote pilot licences and the provision of a global framework for the regulation of RPAS licensing to support international flights operating under IFR; b) Restructuring of the <i>Procedures for Air Navigation Services — Aircraft Operations</i> , Volume I — <i>Flight Procedures</i> (Doc 8168).	16 Jul 2018	8 Nov 2018	AN 13/1.1-18/20 dated 28 Mar 2018
3	Amendment 78 to Annex 3 — <i>Meteorological Service for International Air Navigation</i>	The amendment concerns: a) Introduction of space weather advisory information services, improvement of the provision of SIGMET information by MWOS, information on the release of radioactive material into the atmosphere, SIGMET and AIRMET information, modifications of IWXXM representations of information, aeronautical meteorological personnel qualification and competency, education and training; b) Consequential amendment concerning change of references related to the provision of aeronautical information service.	16 Jul 2018	8 Nov 2018	AN 101.1-18/32 dated 3 Apr 2018
4	Amendment 60 to Annex 4 — <i>Aeronautical Charts</i>	The amendment concerns consequential amendments as a result of: a) Review and restructure of Annex 15 — <i>AIS</i> concerning data quality requirements and performance-based data error detection requirements; b) Revised definition and description of “procedure altitude/height” to <i>Procedures for Air Navigation Services — Aircraft Operations</i> , Volume I — <i>Flight Procedures</i> and Volume II — <i>Construction of Visual and Instrument Flight Procedures</i> (Doc 8168).	16 Jul 2018	8 Nov 2018	AN 9/1.4-18/21 dated 22 Mar 2018
5	Amendment 43 to Annex 6 — <i>Operation of Aircraft, Part I — International Commercial Air Transport — Aeroplanes</i>	The amendment concerns: a) Guidance on RFFS; b) Airborne image recorder (AIR) recordings including a cockpit voice recorder (CVR) and AIR erase function, flight data recorder parameter lists and the simplification of flight recorder SARPs; c) Security of the flight crew compartment; d) Approval and global recognition of AMOs (Phases I and II) and the introduction of provisions linked to EAMR framework; e) Harmonization and alignment of fatigue management SARPs; f) Consequential amendment as a result of the review and proposed restructuring of Annex 15 —	16 Jul 2018	8 Nov 2018	AN 11/1.3.32-18/12 dated 29 Mar 2018

S/No	SARPs	Summary	Effective Date	Applicability Date	State Letter
		<i>Aeronautical Information Services</i> and the proposed new PANS-AIM (Doc 10066); g) Restructuring of <i>Procedures for Air Navigation Services — Aircraft Operations, Volume I — Flight Procedures</i> (Doc 8168).			
6	Amendment 36 to Annex 6 — <i>Operation of Aircraft, Part II — International General Aviation — Aeroplanes</i>	The amendment concerns: a) CVR and AIR erase function, flight data recorder parameter lists and the simplification of flight recorder SARPs; b) Approval and global recognition of AMOs (Phases I and II) and the introduction of provisions linked to EAMR framework; c) Consequential amendment as a result of the restructuring of the <i>Procedures for Air Navigation Services — Aircraft Operations, Volume I — Flight Procedures</i> (Doc 8168).	16 Jul 2018	8 Nov 2018	AN 11/6.3.30-18/13 dated 29 Mar 2018
7	Amendment 22 to Annex 6 — <i>Operation of Aircraft, Part III — International Operations — Helicopters</i>	The amendment concerns: a) Helicopter refuelling; b) CVR and AIR erase function, flight data recorder parameter lists and the simplification of flight recorder SARPs; c) Approval and global recognition of AMOs (Phases I and II) and the introduction of provisions linked to EAMR framework; d) Harmonization and alignment of fatigue management SARPs; e) Consequential amendments as a result of the restructuring of <i>Procedures for Air Navigation Services — Aircraft Operations, Volume I - Flight Procedures</i> (Doc 8168).	16 Jul 2018	8 Nov 2018	AN 11/32.3.14-18/14 dated 3 Apr 2018
8	Amendment 106 to Annex 8 — <i>Airworthiness of Aircraft</i>	The amendment concerns: a) Global recognition of AMO; b) Design Standards; c) Continuing airworthiness provisions; d) Halon replacement; e) EAMR.	16 Jul 2018	8 Nov 2018	AN 3/5.11-18/19 dated 3 Apr 2018
9	Amendment 91 to Annex 10 — <i>Aeronautical Telecommunications, Volume I — Radio Navigation Aids</i>	The amendment concerns: a) GNSS and ILS; b) GBAS, SBAS and the strategy for introduction and application of non-visual aids to approach and landing; c) Consequential amendment concerning change of references as a result of the review and proposed restructuring of Annex 15 and the proposed new PANS-AIM (Doc 10066).	16 Jul 2018	8 Nov 2018	AN 7/62.2.2-18/18 dated 23 Mar 2018
10	Amendment 91 to Annex 10 — <i>Aeronautical Telecommunications, Volume II — Communication Procedures including those with PANS status</i>	The amendment concerns: a) Pronunciation of numbers; b) Consequential amendment related to changes of references as a result of the proposed restructuring of Annex 15 and the proposed new PANS-AIM.	16 Jul 2018	8 Nov 2018	AN 7/63.2.2-18/28 dated 13 Apr 2018
11	Amendment 90 to Annex 10 — <i>Aeronautical Telecommunications, Volume IV — Surveillance and Collision Avoidance Systems</i>	The amendment concerns: a) surveillance and ACAS; b) SSR and WAM.	16 Jul 2018	8 Nov 2018	AN 7/66.2.1-18/29 dated 27 Mar 2018
12	Amendment 51 to Annex 11 — <i>Air Traffic Services</i>	The amendment concerns: a. Consequential amendments resulting from proposed changes to Annex 15 and the proposed new PANS-AIM (Doc 10066) concerning change of references, data quality requirements and performance-based data error detection requirements arising from the twelfth meeting of the AIS AIM Study Group (AIS-AIMSG/12).	16 Jul 2018	8 Nov 2018	AN 13/13.1-18/15 dated 28 Mar 2018

S/No	SARPs	Summary	Effective Date	Applicability Date	State Letter
13	Amendment 16 to Annex 13 — <i>Aircraft Accident and Incident Investigation</i>	The amendment concerns access to evidential material during investigations by the accident investigation authorities; and monitoring the progress of safety recommendations.	16 Jul 2018	8 Nov 2018	AN 6/1.1-18/37 dated 28 Mar 2018
14	Amendment 14 to Annex 14 — <i>Aerodromes, Volume I — Aerodrome Design and Operations</i>	The amendment concerns: a) Modifications of aerodrome design specifications in Chapters 3 and 4 arising from the second meeting of ADOP/2; b) An update to footnote e. in Table 4-1 arising from the thirteenth meeting of IFPP/13; c) Consequential amendment, as a result of the review and proposed restructuring of Annex 15 and the proposed new PANS-AIM (Doc 10066), relating to change of references, data quality requirements and performance-based data error detection requirements arising from the twelfth meeting of AIS-AIMSG.	16 Jul 2018	8 Nov 2018	AN 4/1.2.27-18/23 dated 29 Mar 2019
15	Amendment 8 to Annex 14 — <i>Aerodromes, Volume II — Heliports</i>	The amendment concerns consequential amendments as a result of the review and proposed restructuring of Annex 15 and the proposed new PANS-AIM (Doc 10066) arising from the twelfth meeting of AIS-AIMSG.	16 Jul 2018	8 Nov 2018	AN 4/16.9-18/24 dated 29 Mar 2018
16	Amendment 40 to Annex 15 — <i>Aeronautical Information Services</i>	The amendment concerns: a) The restructure of Annex 15 to facilitate incorporation of AIM requirements; b) Changes to the technical content of Annex 15 to facilitate the transition from AIS to AIM environments; c) Consequential amendment in support of space weather information.	16 Jul 2018	8 Nov 2018	AN 2/2.5-18/22 dated 3 Apr 2018
17	First edition of Annex 16 — <i>Environmental Protection, Volume IV — Carbon Offsetting and Reduction Scheme for International Aviation (CORSA)</i>	The first edition of Annex 16, Volume IV concerns the introduction of new SARPs which address the implementation of CORSA.	22 Oct 2018	1 Jan 2019	AN 1/17.14-18/78 dated 20 Jul 2018
18	Amendment 16 to Annex 17 — <i>Security</i>	This amendment includes a reference to Aviation Security Training Packages. It also includes new/revised provisions on information sharing, measures relating to passengers and cabin baggage, measures relating to cargo, mail and other goods, and cyber threats.	16 Jul 2018	16 Nov 2018	AS 8/2.1-18/45 Confidential dated 13 Apr 2018