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

Denarau Island, Nadi, Fiji
22 — 26 October 2018

AGENDA ITEM 2: REVIEW OF ACTION ITEMS ARISING FROM THE PREVIOUS CONFERENCE

RESPONSES FROM ADMINISTRATIONS TO ACTION ITEMS ARISING FROM THE 54th CONFERENCE OF DIRECTORS GENERAL OF CIVIL AVIATION, ASIA AND PACIFIC REGIONS

Presented by the International Civil Aviation Organization

SUMMARY

With a view to making the Annual Conference of Directors General of Civil Aviation more action oriented, the 54th Conference held in Ulaanbaatar, Mongolia in August 2017 developed a *List of Action Items* for follow-up by States. The Conference had agreed by consensus that States should advise the ICAO Regional Office within six months and a follow-up report should be sent to the ICAO Regional Office at least two months prior to the next (55th) Conference.

This Paper summarizes the Action Items arising from the 54th Conference.

**RESPONSES FROM ADMINISTRATIONS TO ACTION ITEMS ARISING FROM
THE 54th CONFERENCE OF DIRECTORS GENERAL OF CIVIL AVIATION,
ASIA AND PACIFIC REGIONS**

1.   INTRODUCTION

1.1   In order to raise the profile of the Conference and to enhance its effectiveness, Directors General decided to develop a *List of Action Items* arising from the Conference discussions for follow up by States and to advise the ICAO Regional Office within six months prior to the next Conference. It was also agreed that a follow-up report should be sent to the ICAO Regional Office at least two months prior to the next Conference.

1.2   The 54th Conference held in Ulaanbaatar, Mongolia in August 2017 formulated twenty seven (27) Action Items. This Paper presents information on the follow-up activities undertaken by the States in response to those Action Items.

2.   DISCUSSION

2.1   The 54th Conference requested the Directors General to provide to the ICAO Regional Office a summary of actions taken, within six months of the Conference, and to provide a follow-up report at least two months prior to the next (55th) Conference.

2.2   As a follow up, the ICAO Regional Office issued a letter on 6 November 2017 along with the List of Action Items, reminding the State Administrations to provide their response on the Action Items by 30 April 2018. In view of the not very encouraging response to this letter, the Administrations were again requested to provide their response on the Action Items before 21 September 2018. It is however noted with appreciation that the responses received thus far generally cover most of the Action Items.

2.3   At the time of finalizing this Paper on 16 October 2018, responses had been received from the following 19 States (Australia, Bangladesh, China, Fiji, India, Indonesia, Japan, Malaysia, Myanmar, Nepal, New Zealand, Pakistan, Papua New Guinea, the Philippines, the Republic of Korea, Singapore, Thailand, the United States and Viet Nam) and 2 Special Administrative Regions of China (Hong Kong China and Macao China). This is approximately 50% of the States/Administrations that the Asia Pacific Regional Office is accredited to.

2.4   A review of the responses received over the past seven years indicate that hardly 50% of the States/Administrations forward their responses to the *List of Action Items*. Any analysis of the responses received will therefore not be a pragmatic representation of the level of action taken at the regional level.

2.5   A summary of the responses received is placed at **Attachment A** to this Paper.

3.   ACTION BY THE CONFERENCE

3.1   The   Conference   is   invited   to   review   the   information   provided   by States/Administrations on the follow-up of the Action Items developed by the 54th DGCA Conference and take action as necessary.

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**RESPONSES FROM ADMINISTRATIONS TO
ACTION ITEMS ARISING FROM THE 54th CONFERENCE OF
DIRECTORS GENERAL OF CIVIL AVIATION
ASIA AND PACIFIC REGIONS**

AGENDA ITEM 1: THEME TOPIC

Action Item 54/1   *The Challenge of Managing Outcome Focused and Risk Based Regulations
for Asia Pacific States.*

*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:*

*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;*

*b) Requested ICAO where appropriate to develop guidance material and tools
to support a risk-based approach in safety management;*

*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);*

*d) Encouraged ICAO to prioritise the adoption of performance-based SARPs,
where appropriate, such as in Annex 14;*

*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*

*f) Encouraged States/Administrations, as appropriate, to implement
performance-based regulation to further enhance safety.*

Responses on Action Item 54/1

Australia	a)	Australia supports calls for ICAO to organise a regional workshop where States can share knowledge and best practices with the aim to assist the implementation of Performance-based Regulations (PBR).
	b)	Australia supports ICAO assisting States through the development of guidance material and tools to support a risk-based approach in safety management.
	c)	Australia was one of the first countries to have a State Safety Programme (SSP) consistent with International Civil Aviation Organization (ICAO) requirements. Australia's current SSP is in its third edition and was last updated in May 2016. Australia has established an SSP Cross Agency Team and a Joint Agency Aviation Safety Analysis Coordination Group comprised of various Australian Government agencies with SSP

	responsibilities.
	d) Australia supports the adoption of performance-based SARPs which seek to reduce the regulatory burden on States and Industry which further increases the safety of aviation for all stakeholders.
	e) Australia participated in the Group of Experts for a USOAP CMA Structured Review (GEUSR). This GEUSR undertook a review of the USOAP CMA methodology, processes and tools to give Member States an opportunity to provide user feedback and enable ICAO to plan improvements to the programme. This review developed recommendations, which the ICAO Council endorsed, that assist Member States in focusing their attention on critical protocol questions.
	Australia put forward a paper to the thirteenth Air Navigation Conference, seeking to expedite the implementation of some of the recommendations to streamline the number of protocol questions (PQs) and resources that Member States will need to invest in collecting evidence for upcoming USOAP audits and ICAO Coordinated Validation Missions (ICVMs).
	f) Australia is moving towards performance-based regulations and conducts periodic post implementation reviews of existing regulations as requirements dictate.
Bangladesh	a) & b) Noted
	c) Bangladesh arranged few workshops and Trainings for its Aviation Safety Inspectors including personnel from Industry, ANSP and Airports.
	Bangladesh has taken up a Technical Assistance Project with ICAO TCB for SSP implementation in Bangladesh.
	Working groups have already been created for implementation of SSP and SMS.
	d) & e) Noted
	f) Bangladesh agreed to implement performance-based regulation to further enhance safety, as soon as ICAO prioritizes the adoption of performance-based SARPs.
China	- Civil Aviation Administration of China (CAAC) has issued the SSP in 2015, the guidance on safety performance management in 2017, and Rules on Civil Aviation Safety Management (CCAR-398) in 2018. CAAC constantly improves safety surveillance system, deeply implements SMS, promotes safety performance management and progressively establish safety performance-based surveillance. We have developed SMS audit platform and carried out SMS audit for airlines, airports and air traffic service providers.
	- As specified by Rules on Civil Aviation Safety Management (CCAR-398), CAAC and service providers shall carry out safety performance-based management. Meanwhile, CAAC has issued the guidance to promote implementation of safety performance management.
Hong Kong, China	- Hong Kong China supports the various proposed actions for enhancing/implementing performance-based and risk-based regulatory system. Such performance-based and risk-based regulatory elements and requirements have already been included in the 'Hong Kong Safety Programme 2014 -2017' i.e. the State Safety Programme (SSP). Under the SSP, it is necessary for the regulatory oversight surveillance programmes to include a mechanism for calibrating the scope or frequency of surveillance according to the actual safety performance of the AOC holders and HKAR-145 approved organisations.
	- Hong Kong China takes note of the action item regarding the proposals of organizing regional workshops and development of guidance material. APAC regulators should benefit through knowledge and experience sharing

	as well as acquiring best practices. - Hong Kong China also adopts a risk/performance-based approach to the regulation of aerodrome operations and will keep in view the future development of performance-based SARPs in Annex 14 and ensure compliance with the relevant SARPs as far as practicable. - A full-time Safety and Cyber Security Manager (SCSM) has been employed since May 2017 to ensure continuous efforts are spent to achieve the objectives outlined in the GASP.
Macao, China	- Agree and support the action item 54/1 that ICAO to organize regional workshops to promote the sharing of knowledge and best practices among States and Administrations to support the implementation of PBR. - The SMS and SSP have been implemented in Macao, China and CAA of Macao, China will continue to put more resources and efforts to achieve the objectives outlined in the GASP.
Fiji	- Fiji fully supports the adoption of performance-based regulation and risk-based approach in safety management and Action 54/1 pertaining to this.
India	- India has established regulations for the formulation of the State Safety Programme (SSP). The SSP India was formulated in 2010 and DGCA India is responsible for overseeing its implementation. Regulations for the establishment and the maintenance of Safety Management System (SMS) have been promulgated. DGCA India accepts the SMS for organisations engaged in Scheduled/ Non-Scheduled Operations and general aviation operators conducting operations of large or turbojet aeroplanes. Licensed aerodromes, aircraft type design organisations, aircraft manufacturer, maintenance organization, flying training organization and air traffic service provider are also required to establish and maintain SMS. - DGCA supports establishment of performance based regulations.
Japan	a) Japan understands importance of regional workshop for promotion of PBR. b) Japan will continue to support the initiatives taken by the Conference. c) Japan has been implementing SSP and SMS. d) Japan will continue to support the initiatives take by the Conference. e) Japan will continue to support the initiatives take by the Conference. f) Japan will consider to introduce PBR.
Malaysia	a) Malaysia fully supports the recommendation. b) CAAM ATM conducts safety workshops for all practicing controllers, to-date more than 85% of air traffic controllers nationwide have attended the SMS/TEM module. On another note, CAAM will develop a database system to collect safety info & train personnel to collect, analyze the data and identify the safety trend. c) SMS has been implemented since 2004, recurrent training is developed to provide Safety Officers updates as outlined in the GASP. d) e) & f) Malaysia agrees on the proposal.
Myanmar	a) & b) & d) & e) & f) Noted. c) Noted. SMS Implementation at certified airports is underway.
Nepal	- Nepal has prepared "National Aviation Safety Plan 2018-2022" based on guidance of GASP and action plans are under implementation stage. The plan has elements in it that support the implementation of SSP. Nepal has formed a dedicated "Safety Management Division" to facilitate implementation of SSP and SMS. The officers have received necessary training in SSP/SMS implementation including OJT under qualified inspector from UK CAA by COSCAP-SA under EU South Asia Aviation

	Partnership Project.
	- Nepal has started implementing the performance based oversight in practice as indicated by the number of accident and incidents including but not limited by timely submission of corrective action plan and implementation. Enhanced oversight regime is put in place for such service providers.
New Zealand	a) Noted b) Noted c) Noted. New Zealand has a current SSP and has implemented SMS. d) Noted e) Noted f) New Zealand has adopted a performance-based approach in the development of new regulations and amendments to existing regulations where appropriate.
Pakistan	- PCAA has established a Safety Implementation Team (SIT), comprising of all Stakeholders, with sole responsibility of development of policy and procedures to achieve the objectives as set out by PCAA and ICAO for implementation of SSP and SMS. - A consolidated regulation has been published by PCAA with requirements laid down for all stakeholders for compliance and implementation of performance based regulations, i.e. ANO-001-RGSP-1.0 titled "Safety requirements for Service Providers', Safety Management System (SMS)". - Pakistan has made significant progress on implementation of State Safety Programme. The Gap analysis and Action Definition have already been completed. We are currently at Level 3 with 65.5% and moving towards its full implementation by 2020. - SMS has been implemented at PCAA Aerodromes & ATS units. It has also been implemented at Sialkot International Airport (SIAL) the only privately own airport. - More than 80% of Service Providers and Operators have implemented SMS in their organizations whereas the remaining are expected to implement by 31st Dec 2018. - PCAA Airworthiness Directorate has initiated the implementation of performance-based regulations in Aircraft Maintenance Organizations (AMOs) and the initial phase of approval of Safety Management Manuals has already been accomplished. Surveillance activities of AMOs are also being planned to ensure effective implementation. - Moreover, manufacturing organizations and organization responsible for type design have also been advised to initiate the development and approval processes of Safety Management Manuals and relevant procedures. Surveillance activities will be scheduled for organizations after the development and approval process of Safety Management Manuals.
Papua New Guinea	- PNG supports the recommendation for a regional workshop and further more for ICAO to develop guidance material and tools to support a risk-based approach in safety management.
Philippines	c) CAAP thru its Civil Aviation Training Center (CATC) conducts regular State Safety programme (SSP) and Safety Management System (SMS) training at CATC and other CAAP Area Centers for its personnel and other aviation stakeholders. A minimum of four (4) sessions are conducted each year. f) The Philippines supports all the initiatives of the conference in encouraging ICAO to develop the guidance material and tools to support a risk-based approach in safety management. The CAAP will gradually

	shift from prescriptive regulatory oversight to performance-based regulatory oversight. CAAP is putting more resources and efforts to achieve the objective outlined in the GASP and committed to implement performance-based regulations to further enhance safety.
Republic of Korea	- The ROK is actively implementing safety initiatives presented by ICAO in GASP mainly focusing on the SSP. Based on the proposals outlined in the amendment 1 of the Annex 19, Safety Management, new/amended SARPs on SSP and SMS are expected to be reflected in the national regulations. Performance-based regulation will be implemented as well when appropriate.
Singapore	- Singapore has implemented SMS requirements for relevant service providers. SSP implementation started in 2010 and a second version of Singapore SSP was launched in August 2017. - Singapore successfully hosted the ICAO Regional Safety Management Symposium for Asia Pacific and Middle East Regions on 23-26 April 2018. - Singapore is modernising its safety regulatory framework based on the internationally recognised "Parts" system, with a view to introduce more performance-based regulation where applicable.
Thailand	- ICAO needs to conduct the regional workshops (sub-item "a") for the common understanding of the Performance-based Regulations – PBR prior to its implementation. - Thailand strongly supports ICAO to develop the guidance materials and tools to support a risk-based approach in safety management (sub-item "b"). Clear guidance for the airlines is very essential.
Viet Nam	- Viet Nam acknowledges the importance of the adaptation of performance based regulation and risk based approach in safety management to better address the safety challenges in APAC region and the instrumental role ICAO plays in supporting States to effectively implementing this approach, the Civil Aviation Authority of Viet Nam (CAAV) urges the conference to recommend the ICAO to implement the discussed and agreed Action Item 54/1 with more emphasis on item (a) & (b) to help the States in implementation of performance based regulation and risk based approach commensurate with each State level.

AGENDA ITEM 3: AVIATION SAFETY AND AIR NAVIGATION

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.

Responses on Action Item 54/2

Australia	Australia has largely implemented ICAO Annex 15 and AIM. APANPIRG resolutions relevant to AIS have been implemented by Australia. a) To ensure appropriate quality management, Airservices Australia (as Australia's AIS provider) has recently submitted its Aeronautical Information Service (AIS) for independent review and certification by the International Organization for Standardization. The AIS was found to meet the requirements of ISO 9001:2015 "Quality management systems – Requirements" and certified on 24 July 2017. b) Australia notes this action item. c) Australia notes this action item.
Bangladesh	a) implemented b) work in progress c) work in progress
China	- Based on ICAO standards and documents, AIM Guideline for CAAC was issued in 2018. It explains the AIM development and implementation roadmap of AIM in China from the aspects of regulations, database, quality control system, data input/output, digital NOTAM, data exchange, etc.
Hong Kong, China	- Hong Kong China successfully implemented AIDC operations with Sanya and Taipei ACCs since 2007 and 2012 respectively. AIDC operational trial with Guangzhou ACC commenced in end April 2018. Hong Kong China is coordinating with Manila ACC on AIDC test schedule and technical parameters. - Since Q1 2018, additional resources with IT experience/background have been provided to strenghten the workforce to expedite the AIS-AIM transition. Hong Kong China would continue its efforts to participate in the ICAO AAITF meetings and collaborate with APAC states in ensuring harmonized AIS-AIM transition.
Macao, China	- CAA of Macao, China strictly follows and complies with the ICAO SARPs AIRAC system as per CAA of Macao, China Aeronautical Circular "Manual of Standards – Aeronautical Information Services". The related AIS of Macau International Airport is ISO 9001:2008 certified. - Macao, China has completed Phase 1 of the roadmap for transition from AIS to AIM. The new AIM system of Macao, China will be installed in Q2 2018 and the tasks in Phase 2 of the AIS-AIM transition will be ongoing.
Fiji	- Fiji fully supports the need for quality and timeliness of aeronautical information and Action 54/2 pertaining to this.

India	a)	India has in place the regulatory provisions for adherence to ICAO Annex 15. The ANS Service provider, Airports Authority of India (AAI) has a Quality Management System in place in AIS-CHQ since 2010 which recently has been upgraded from ISO Standards 9001:2008 to 9001:2015. Initiative has been taken for the ISO certification of the regional AIS Centres (including NOTAM Offices).
		Timeliness of aeronautical information is being achieved by issuing the schedule of AIRAC dates, last publication date and the date by which data should be received by AIS.
	b)	Following two AIS related Conclusions were taken in last year's APANPIRG/28 Meeting: APANPIRG/28/7 - State Actions to Ensure the Quality Management of Aeronautical Information.
		QMS 9001:2015 already implemented at AIS-CHQ, process in progress for implementation of remaining four AIS/NOF centres to ensure compliance by November 2018.
		Conclusion APANPIRG/28/9: AIM-specific Working Group to Finalize ICAO Guidance Material
		Point relates to ICAO HQ/ICAO APAC (finalization of overdue AIS-related guidance material, with Doc 9839 Manual of the QMS for AIM, Doc 9991 AIM Training Development Manual and Doc 8126 Aeronautical Information Service Manual having the highest priority.
	c)	AIS to AIM transition plan is under preparation. However, India has fully implemented AIRAC and Quality Management – related transition steps. Complete AIRAC adherence maintained over last six-seven years. Quality management system in place since 2010.
Japan	a)	Japan is properly responding to this action item.
	b)	Japan is appropriately following the APANPIRG Conclusions.
	c)	Japan has developed its AIM transition plan and is proceeding with its implementation.
Malaysia	a)	Malaysia has established standards for the issue under ATID AIS and Charts as well as NOTAM, eAIP and in CAAM website contents.
	b)	Malaysia noted on the State representative's role at APANPIRG meetings.
	c)	AIRAC cycle requirement fulfill. Service Level Agreement with data provider is ongoing and is in the process of renewing our QMS to ISO 9001-2015.
Myanmar	a) & b) & c) Completed.	
Nepal	-	Nepal has already participated in the feasibility study for RSOO on 13th June 2018. The questionnaires and requested data have been sent to the team. Nepal fully endorses the objectives for global system for provision of safety oversight. Nepal will participate in the study of a proposed GASOS.
New Zealand	a)	New Zealand's regulatory framework is fit for purpose in this regard.
	b)	This is not an issue for New Zealand.
	c)	This is being actively worked on by New Zealand's AIS provider.
Pakistan	a)	PCAA follows ICAO SARPs and Docs adopted in relevant ANOs of PCAA. The same has been incorporated in Standard Operating Procedures (SOP) which PCAA has disseminated to all originators for compliance.
	b)	PCAA is providing updates on AIS – AIM transition on annual basis to

	ICAO regional office as decided in APANPIRG meetings. Last update was made in May 2017.Report on update of this year is prepared and will be dispatched to ICAO before its due date. c) PCAA is complying with AIRAC Adherence Monitoring. Each year a schedule for significant dates for AIRAC Cycle is disseminated through Aeronautical Information Circular (AIC) to all concerned for compliance. The same is reflected in ICAO'S State AIS AIM transition table.
Papua New Guinea	a) PNG is amending its civil aviation rule to address the ongoing quality and timeliness of aeronautical information for the critical safety and efficiency requirement for quality management; b) PNG will address the APANPIRG Conclusions relating to AIS; c) PNG is making appropriate regulatory changes to its rule to include AIM and will work with the ANSP to review the AIM transition plan.
Philippines	- CAAP will be migrating to a new AISS System on the third quarter of 2018. The new AISS system will merely improve the quality and timeliness of aeronautical information published in the Aeronautical Information Publication (AIP) and its Supplements. - CAAP-Aeronautical information Service (AIS) strictly implements the AIRAC cycle schedule and reminder thru supplement has been published this year. - CAAP plans to conduct seminar to data provider for data request that needs for submission/publication including data integrity.
Republic of Korea	- In order to ensure quality and timeliness of aeronautical information, Quality Management System is in place. - An annual review is conducted to ensure implementation of AIM transition plan and compliance with regulations and procedures based on SARPs including implementation of AIRAC.
Singapore	- Singapore has in place the necessary regulatory framework for AIS oversight to ensure the quality of aeronautical information, and the timeliness of dissemination of such information. Singapore's AIS-AIM transition plan has been progressing in accordance with ICAO requirements and timelines.
Thailand	- Thailand understands that quality of aeronautical information is one of the essential elements to enable aircraft operations to take place safely and efficiently throughout the aviation community. This means that the worldwide aviation community can ensure that they are being provided with accurate data and information. Hence, Thailand will promulgate the AIM regulations and Manual of Standards (MOS) to ensure that AIS providers who obtain the AIS certificates have established QMS in accordance with ISO 9000 series. The AIM regulations and Manual of Standards (MOS) will become effective in October 2018. In addition to legislation perspective, Thailand will announce AIM Policy and National AIS-AIM Transition Roadmap within 2018. This roadmap will also include AIRAC adherence and QMS issues.
Viet Nam	a) The Ministry of Transport of Viet Nam has published the ANS Regulation (TT19/TT-BGTVT on 6 June 2018) including Chapter 4 "Aeronautical Information Services", in which there are the provisions on quality management and timeliness of aeronautical information. The CAAV has developed AIM transition plan AIS to AIM. Vietnam Air Traffic Management Corporation (VATM)- Viet Nam ANSP- invested AIS automation system (AIXM 4.5) and is now deploying new system (AIXM

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<td>5.1), set up organizational and resource support for the critical safety and efficiency requirement for quality management and timeliness of aeronautical information;

The QMS has been applied within AIS units. ISO 9001:2008 Certificate has been approved by DAS, UK in Jan 2016 and is continuously improved and moved to ISO 9001:2015.

b) The CAAV actively has participated in almost ICAO regional Meetings, especially APANPIRG Meetings and strongly takes actions to implement the Conclusions concerning the transition from AIS to AIM;

c) The CAAV reviews its plan and implementation every year, ensures that they have fully implemented AIRAC and quality management-related AIM transition steps. Up to now, Vietnam has completed 100% of Phase 1 – Consolidation; 67% of Phase 2 – Going Digital and 35% of Phase 3 – Information Management.</td>
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Action Item 54/3   ***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***

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).

Responses on Action Item 54/3

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<td>Australia</td>
<td>- Australia supports the GASOS concept and ICAO's efforts in developing appropriate arrangements. GASOS has the potential to deliver significant benefits, such as improved safety, efficiency and capacity in the performance of safety regulatory oversight functions. Australia submitted a paper to the thirteenth Air Navigation Conference recommending ICAO consider further work in detailing legal liability and risk for States arising from the delegation of safety oversight functions, guidance on governance measures to support the implementation of GASOS by a State, and a cost-benefit analysis to support participation in GASOS and highlight the quantifiable benefits for States and the aviation industry.</td>
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<td>Bangladesh</td>
<td>- The RSOO Feasibility Study Team of Experts, under the EU-South Asia Aviation Partnership Project, has completed a Feasibility Study in Bangladesh to examine the possibility of COSCAP-SA's development into a RSOO
- Bangladesh supports the proposed global strategy to improve and strengthen existing RSOOs;
- Bangladesh endorses the objectives for a global system for the provision of safety oversight,
- Bangladesh is also agreed to participate in the study of a proposed GASOS.</td>
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<td>China</td>
<td>- China will support and actively participate in relevant activities carried out by the RSOOS.</td>
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Hong Kong, China	-	Hong Kong China is of the view that while the proposed development of Global Aviation Safety Oversight System (GASOS) would provide an opportunity for ICAO-recognized competent safety oversight providers to assist States in resolving safety oversight deficiencies, a specific state needs to be sufficiently resourced so that it may engage ICAO-recognized providers to provide assistance.
	-	Besides, duplication of efforts with the existing mechanism (such as COSCAP) should be minimized to ensure the effective use of resources by participating states.
Macao, China	-	Noted.
Fiji	-	Fiji fully supports the proposed Global Strategy and Action Plan for the improvement of RSOOS and the establishment of a global system for the provision of Safety Oversight and Action 54/3 pertaining to this.
India	-	India is member of the Cooperative Development of Operational Safety and Continuing Airworthiness Programme – South Asia (COSCAP-SA) since its inception in 1998. COSCAP-SA has been identified as Level 1 RSOO by ICAO. A RSOO Feasibility Study has been carried out by EU/EASA South Asia Aviation Partnership Project on the behest of COSCAP-SA. The report of the study is awaited.
Japan	-	Japan will support global strategy and action plan for RSOO; and will participate for study of GASOS.
Malaysia	-	Malaysia supports in principal but more in depth information is required on GASOS.
Myanmar	-	Noted.
Nepal	-	Nepal has already participated in the feasibility study for RSOO on 13th June 2018. The questionnaires and requested data have been sent to the team. Nepal fully endorses the objectives for global system for provision of safety oversight. Nepal will participate in the study of a proposed GASOS.
New Zealand	-	Noted.
Pakistan	-	PCAA supports the 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, including the study of a proposed GASOS.
Papua New Guinea	-	PNG supports the global strategy to improve and strengthen existing RSOOs. PNG is a participant in the study on behalf of PASO on the proposed Global Aviation Safety Oversight System (GASOS).
Philippines	-	CAAP should strengthen and put more resources to the office performing safety oversight functions and activities in order to provide effective regulation for the Philippines' growing civil aviation industry. A strong state safety oversight is a requisite for the Philippines to be able to participate in, or provide meaningful support to the proposed Global Aviation Safety Oversight System (GASOS).
Republic of Korea	-	ICAO's efforts for the enhancement of existing RSOOs are to be commended. The concept of GASOS is also with ROK's support, but impact assessments and cost-benefit analysis must come before the actual implementation.
Singapore	-	Singapore recognises the potential for the proposed global strategy and action plan for the improvement of RSOOs and the establishment of a global system for the provision of safety oversight to improve aviation safety at the global level. As a member of the GASOS Study Group (GASOS-SG),

		Singapore continues to work with ICAO on the further development of the GASOS concept.
Viet Nam	-	As the State that is facing the limited resources to meet the projected growth in aviation industry, the CAAV fully support the Action Item 54/3 with the establishment of a global system for the provision of safety oversight. The CAAV endorses the objectives for a global system for the provision of safety oversight and will actively participate in the study of a proposed Global Aviation Safety Oversight System (GAGOS).

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".

Responses on Action Item 54/4

Australia	-	Australia has implemented ATS Interfacility Data-link Communications (AIDC) messaging with a number of neighbouring States.
	-	Brisbane connects to the USA, New Zealand and Fiji. A trial between Makassar (Indonesia) and Brisbane is underway, and testing with Papua New Guinea has commenced.
	-	Melbourne connects with Mauritius, testing with Malé has commenced, and there are plans to connect with Jakarta.
Bangladesh	-	Work in Progress.
China	-	At present, China is actively promoting the implementation of AIDC transfer of control with the FIRs of neighbouring countries and regions. By March 2018, China has completed AIDC implementation of adjacent FIRs between Sanya and Hong Kong China, and FIRs between Dalian and ROK. China will actively promoted AIDC testing and implementation with FIRs concerning Mongolia, Viet Nam, Nepal, Myanmar, Pakistan and Japan in the future. According to the current operations in China, we will consider incorporating the related information released by CANSO into the AIDC implementation between China and its neighbouring countries and regions. China is actively promoting the communication network with the FIRs of neighbouring countries and regions too.
	-	By March 2018, China has pushed forward the improvement of communication network between China and Viet Nam, Nepal, Russia and Mongolia in succession. As a pioneer participating State in CRV project, China has been playing an important role in technical proposal, bidding document preparation and bid evaluation of service providers. Considering the basic role of information interaction in improving safety and efficiency, we suggest all countries and regions accelerate the improvement of communication network.
Hong Kong, China	-	Hong Kong China has put AIDC into operational use with Sanya and Taipei since Feb 2007 and Nov 2012 respectively. The CAD of Hong Kong China conducted AIDC technical and operational tests with Guangzhou ACC in

		April and June 2017 respectively. Further AIDC operational trials with Guangzhou ACC is planned for end April 2018. The CAD of Hong Kong China has also coordinated with the Philippines to carry out AIDC technical tests between Hong Kong and Manila FIRs in Q2 2018.
	-	In AIDC implementation, Hong Kong China will take into consideration any relevant information available by CANSO as appropriate.
Macao, China	-	Noted. AIDC is not applicable to Macao, China because Macao, China does not have its own FIR.
Fiji	-	Fiji fully supports the need for implementation of AIDC between neighbouring FIRs and has fully implemented AIDC with all its neighbouring FIRs.
India	-	India's AIDC implementation activities attached as Appendix-A.
	-	Information available in the CANSO document is noted.
Indonesia	1)	Whereas the implementation of AIDC for the Asia - Pacific Region is one of the priorities of Asia - Pacific Region especially in the ICAO Asia Pacific Seamless ATM Plan;
	2)	Jakarta and U.Pandang FIRs surrounded by several FIRs it is necessary to be a common concern amongst the air navigation services in Indonesia shall formulate policies and documented implementation concepts. With minimal information on AIDC implementation in FIR Jakarta and U. Pandang, it is necessary to prepare technical documentation on how AIDC will be implemented as well as related LOCA renewals as well as the duration of each implementation plan. (See attachment – AIDC)
Japan	-	Japan has introduced AIDC in association with Korea and Taiwan, and now is working on AIDC introduction with China (Shanghai ACC). (To be introduced in FY2019)
Malaysia	-	Implemented with India, ongoing will be with Thailand, Vietnam, Singapore and Indonesia.
Myanmar	-	AIDC, one of the top ten priorities in the ICAO APAC seamless ATM plan, is being tested by Myanmar with three neighbouring FIRs.
	-	Myanmar is implementing AIDC communication with Bangkok ACC (Thailand), Kunming ACC (China) and Chennai OCC (India) in 2017-2018.
	-	Direct AFTN connection has been established from Yangon ACC to Bangkok ACC and Beijing ACC. However, AFTN connection to Chennai OCC is being used via Bangkok AMSS System.
	-	AMHS is the transport for AIDC messages between Yangon, Bangkok and Chennai. AFTN will be the transport for AIDC messages between Yangon and Kunming.
	-	AIDC messages (ABI, EST, ACP, TOC, AOC) will be used with Bangkok ACC and Kunming ACC. Chennai OCC and Yangon ACC will use AIDC messages (ABI, CPL, CDN, ACP, TOC, AOC, MAC) according to discussion between two countries.
	-	AIDC communication between Yangon ACC and Bangkok ACC is now pre-operational state and other AIDC communication with Kunming ACC and Chennai OCC are interoperability state.
	-	Bangkok-Yangon AIDC communication is expected to operate in End of 2018 and other two countries AIDC communications will be operated in next year.

Nepal	-	Recognizing safety and capacity benefits of Automation Interface between adjacent FIRs in place. CAAN/TIACAO has taken initiatives to implement AIDC with KOLKATA, VARANASHI and DELHI based on existing and planned upgrade of ATM system, AIDC Focal Point has been appointed for coordination and consultation with interface ATSUs to ensure interoperability at the design/procurement phase and to adopt adherence to global standards and best practices.
	-	We had initiated to establish bi-lateral technical interoperability relations with KUNMING FIR/ATMB China. We are in contact with AIDC focal point nominated by INDIA, as they have wider experience, willing to share knowledge and lessons learned to move towards a safer, technologically and procedurally interoperable ATM system to delivers a truly seamless airspace between Nepal and India. We are aware of possible incompatibilities between automation platforms in adjacent FIRs, and to overcome consequences we are always referring CANSO guide: "Automation Interface Between Flight Information Regions: Best Practice Guide for ANSPs".
New Zealand	-	New Zealand has implemented AIDC between neighbouring FIRs.
Pakistan	-	At present Pakistan is partially compliant to AIDC. However, software up-gradation to Version 3.0 as per APAC regional Plan is in process and expected to be completed by Dec, 2018. After completion of up-gradation process Pakistan will be fully compliant to AIDC.
Papua New Guinea	-	PNG is modernising its ATM systems and AIDC is incorporated in this modernisation program which will become effective in October 2018. This program should address the impediments to the safety and efficiency of flights across the Port Moresby FIR.
Philippines	-	The Philippines will implement AIDC that will enhance the safety and efficiency of flights crossing the boundary between Manila and neighbouring FIRs.
	-	CAAP plans to implement AIDC with Singapore by 2Q2018 and with Taipei and Ujung Pandang by 4Q2018. CAAP will be ready to implement AIDC with other adjacent FIR by 1Q2019 subject to their concurrence.
	-	CAAP-ANSP has updated the AIDC target implementation dates with neighbouring States starting 2Q2018 with the current AIM system and the other States by 2019 thru the Manila ATMC/ATM system, depending on their readiness of connectivity.
Republic of Korea	-	The AIDC has been in place between neighbouring FIRs (China and Japan).
Singapore	-	Singapore has implemented AIDC between Singapore and Ho Chi Minh FIRs and is in discussions with other neighbouring FIRs to implement AIDC.
Thailand	-	Aeronautical Radio of Thailand (AEROTHAI) has conducted the AIDC testing with the adjacent FIRs (Cambodia, Lao PDR, Malaysia and Myanmar) since 2016. The AIDC feature can support the APAC AIDC ICD V.3. However, the testing results showed that some of AIDC exchange messages were rejected. Those problems were reported to the APA/TF and also vendors for the future software modifications and upgrades. The target date of implementation plan is the third quarter of 2018.
Viet Nam	a)	Viet Nam has set up AIDC implementation Plan and closely coordinate with the States concerned to deploy AIDC testing, operation between Ha Noi and Ho Chi Minh FIRs with neighbouring FIRs.
	b)	Viet Nam is using CANSO publication on "Automation Interface Between

	Flight Information Regions: Best Practice Guide for ANSPs" for application.

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.

Responses on Action Item 54/5

Australia	- The Australian Communications and Media Authority (ACMA) makes standards for radiocommunications transmitters and receivers in Australia. The ACMA introduced legislation in 2004 to protect GPS frequencies. This legislation was updated in 2014 and includes offence provisions and penalties that are applicable to prohibited devices. Australia currently employs both a reactive and a preventive method to address GNSS interference. The reactive method is based on an informal process relying on operators or air traffic controllers informing either the civil aviation safety regulator or the Air Navigation Service Provider (ANSP) of any GNSS signal loss. The Regulator can then request the ANSP investigate using their surveillance data. If it is found that avionics are affected by an external source, the issue is escalated to ACMA, as the responsible agency having the capability to determine the location and details of the jamming frequency. Any enforcement action is managed by ACMA in cooperation with the appropriate law enforcement body. - Australia has established a Positioning, Navigation and Timing (PNT) Working Group (PNTWG), which allows for cross-industry discussions on PNT-related issues, concerns and upcoming projects. ICAO guidance material is readily available and understood by this key group.
Bangladesh	a) Work in progress b) All ICAO guidance materials are available in the CAAB e-Library and relevant stakeholders have access to this library. Moreover, Bangladesh is regularly conducting workshops/seminars on this issue.
China	- Laws and regulations for the protection of GNSS from avoiding interference are under discussion. And many measures to detect and address GNSS interference have already been made to ensure the safety and efficiency of aircraft operation in China.
Hong Kong, China	- Hong Kong China has been actively participating in the ICAO Regional CNS Sub-group, Ionospheric Studies Task Force (ISTF), and the International GBAS Working Group (IGWG) meetings, and is fully aware of the concerns/guidance materials available. Measures have been put in place to mitigate potential interference to GNSS applications in Hong Kong China.

	- The "Office of Communication Authority (OFCA)" is the telecommunications authority in Hong Kong China. There is established Telecommunication Ordinance on guarding against un-authorized radio emissions and use of frequencies that might induce interference to GNSS. Moreover, relevant concerns have been re-iterated to OFCA and there is established mechanism between CAD and OFCA of Hong Kong China on reporting and handling of suspected interference to GNSS.
Macao, China	- Noted. CAA of Macao, China will keep working closely with the local telecommunication Authority and the relevant stakeholders on this matter.
Fiji	- Fiji fully supports the need to manage GNSS interference and Action 54/5 pertaining to this.
India	a) AAI is closely coordinating with the Indian National Telecommunication Regulator to protect civil aviation interests through regular interactions. AAI has already taken up the issue of interference to Aeronautical Mobile Satellite (route) Service in the band 1525-1559 MHz due to deployment of International Mobile Telecommunication (IMT)-Long Term Evolution in the adjacent band. With regard to managing interference to Global Navigation Satellite System (GNSS), a similar action is contemplated and the Telecom Regulator is being closely coordinated with.
Japan	a) Japan has already established the system to first communicate with Ministry of Internal Affairs and Communications, the competent authorities in charge of radio wave, in the event of occurrence of any interference, and deal with such interference through mutual cooperation. b) Japan is operating MSAS to conduct appropriate surveillance. As for GNSS surveillance, Japan plans to strengthen the surveillance function including GNSS interference by employing GPM (Satellite navigation forecast and surveillance equipment) being developed by JCAB.
Malaysia	a) CAAM will coordinate with the Malaysian Communications and Multimedia Commission on GNSS interference issues. b) ICAO DOC 9849 is available and should be understood by all stakeholders.
Myanmar	a) & b) Noted
Nepal	- Civil Aviation Authority of Nepal is coordinating with Frequency Planning and Monitoring Division of Ministry of Information and Communication and Telecommunication Authority for NGSS Signal monitoring.
New Zealand	- The New Zealand CAA is working with the national radio spectrum regulator on this issue and a unit has been established to detect GNSS interference incidents and carry out enforcement action.
Pakistan	a) PCAA has initiated coordination with Pakistan Telecommunication Authorities to develop a procedure / policy for detection, management and mitigation of interference to GNSS. b) Noted for compliance to ensure that ICAO guidance material is made available and well understood by relevant stakeholders.
Papua New Guinea	a) PNG has signed a MOU with the National Telecommunications Authority to work together in this area in addressing GNSS interference; and b) PNG will undertake educational awareness to relevant stakeholders on the ICAO guidance material on managing interference to GNSS
Philippines	- The Philippines already submitted a report to ICAO regarding resolution of GNSS interference in runway 24 of the Manila International Airport.
Republic of Korea	- The relevant laws stipulate any functional or communicational interference against navigation safety facilities including GPS as a "prohibited act," - The "GPS automatic alarm system (sending NOTAM) triggered in cases of

	GPS failures or interferences are jointly operated by aviation authorities and communication authorities. - A necessary response system has been in place to deal with nationwide occurrence. - The SBAS are expected to be implemented for the aeronautical purposes for FIRs of the ROK from 2022 and alarm system within 10 seconds upon the occurrence of GPS failure is slated to be established.
Singapore	- Singapore is working closely with our national telecommunications authority viz. the Infocomm Media Development Authority (IMDA), to address GNSS interference. Singapore is exploring the development of a monitoring system in Singapore to detect GNSS spoofing and provide spoofing alerts. - Singapore is an active participant of the ICAO Navigation System Panel (NSP) Working Group which is currently reviewing the GNSS Manual (Doc 9849). Singapore will disseminate any new information in the ICAO guidance material to all relevant stakeholders when available.
Thailand	- All of aeronautical frequency spectrum are protected by the Radio Communications Act B.E. 2498 (1955). The NBTC (National Broadcasting and Telecommunications Commission) and AEROTHAI has been working together for preventing the frequency interference from the local radio stations. The detection and enforcement mechanism are already established including reporting database. However, the current detection systems cannot detect the GNSS signal interference. - Include the GNSS Vulnerability topic in the in-house training and seminar in order to educate the technical staffs - Distribute the ICAO guidance material (ICAO Doc 9849 GNSS Manual) to all stakeholders (e.g. AEROTHAI, NBTC, AOT, DOA, and etc.) - Publish the article and infographic according to the potential consequences of GNSS spoofing and jamming on civil aviation operations to educate the public
Viet Nam	a) The CAAV has closely with National Telecommunications Authorities and other Authorities to ensure this matter. b) The CAAV has exchanged information, guidance materials to National Telecommunications Authorities and other relevant stakeholders.

Action Item 54/6   *Initiatives to Promote Safe and Efficient Ground Handling Operations*

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.

Responses on Action Item 54/6

Australia	- Australia is familiar with the IATA safety audit programme, industry standards, and guidance material. The Civil Aviation Safety Authority (CASA) signed a Memorandum of Understanding with IATA in June 2018 which gives CASA access to IATA Operational Safety Audit reports involving foreign air carriers that operate into and out of Australia. Australian airline's participation in IATA audit programmes is contingent on them being IATA members, and as such, does not encompass Australia's low cost carriers or the regional aviation sector. However, those airlines that are IATA members are able to use the IATA resources as a part of their oversight system for ground handling. In the Australian aviation environment, the Air Operator Certificate (AOC) holder is responsible for ensuring that all ground handling activities are conducted in accordance with the applicable regulations. - The Australian civil aviation safety regulator has undertaken a regulatory reform project which includes significant steps that will further promote safe ground handling operations through formalising the training requirements for ground staff. In addition to this, the regulator has commenced a project to develop a safety advisory forum alongside representatives from both AOC and ground handling providers to provide a holistic approach to support safety and efficiency in ground handling operations.
Bangladesh	- Initiatives have been taken to Promote Safe and Efficient Ground Handling Operations. - Bangladesh has promulgated ANOs on Ground Handling Operations.
China	- Noted.
Hong Kong, China	- For Hong Kong China, the airport operator (AAHK) has formulated ground operations procedures and implemented an effective safety oversight system to monitor the operations of its franchisees at the HKIA. All ramp handling organizations are subject to regular inspections and annual audits by the AAHK. For information, all ramp handling organizations have all been subjected to ISAGO audits and comply with ISAGO requirements. Three cargo terminal operators are also ISAGO-certified.
Macao, China	- Appreciate and support ICAO on developing relevant guidance on Ground Handling Operations in order to have international standards to ensure the safety and efficiency of these operations.
Fiji	- Fiji fully supports the initiatives taken to promote safe and efficient ground handling operations and Action 54/6 pertaining to this.
India	- India has published new Ground handling regulations in December 2017 by adopting IATA standards. Further, the Ground Handling Task Force was tasked with formulating provisions of ground handling and drafting a manual on Ground Handling that would address all the key players in this

		arena in one document i.e. Aerodrome Operator, Aircraft Operators and ground handling service providers. The target date for publishing the manual is Q4/2018.
Japan	-	Japan continues to keep an eye on the work of ICAO and others.
Malaysia	-	Malaysia acknowledged the efforts by IATA in developing industry standards and systems.
Myanmar	-	Noted.
Nepal	-	Nepal has started the process of approving the ground handling agencies and necessary procedure for the ground handers as well as air operators is in place. Some of the Nepalese air operators have already received the IATA/IOSA audit as part of their independent third party audit. Nepal further welcomes any support from ICAO or IATA for the safe and efficient ground handling operations in terms of guidance material and training.
New Zealand	-	Noted
Pakistan	-	PCAA has already developed Operating Regulations – Air Cargo Operations' CARG-001-ARXX-1.0 incorporating the requirements and guidelines to ensure safe and efficient ground handling operations. Specific requirements pertaining to issuance of Ground Handling Operations Certificate (GHOC) have been prescribed in the said Regulation.
	-	PCAA performs regular audits / surveillance activities to ensure effective compliance of the regulations.
Papua New Guinea	-	PNG acknowledges the recent work by ICAO on developing relevant guidance as well as IATA safety audits, to promote and enhance the safety and efficiency of ground handling operations.
Philippines	-	CAAP established Local Runway Safety Team (LRST) and airport Safety Management System (SMS) where the State requires airport operators to conduct audits of airport and service providers.
Republic of Korea	-	The ROK will provide active support if ICAO APAC Office undertakes activities in relation to above.
Singapore	-	Relevant guidance and industry best practices have been adopted where appropriate.
Thailand	-	Thailand requests ICAO to develop the relevant guidance on the Safe and Efficient Ground Handling Operations. The airlines' feedback on this matter should be taken into account prior to IATA or any safety audits conducted.
Viet Nam	-	The CAAV fully agrees Action Item 54/6 with the initiatives to promote Safe and Efficient Ground Handling Operations. CAAV has circulated the note within the industries for taking into account the recent work by ICAO on developing relevant guidance as well as IATA safety audits or relevant industry standards and guidance.

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.

Responses on Action Item 54/7

Australia	- Australia responded to the ICAO APAC survey on PBCS and is well placed to meet the requirements of PBCS. Airservices Australia's Aeronautical Information Publication (AIP) and AIP Supplements for information were authorised for the November 2017 AIRAC (Aeronautical Information Regulation and Control). These changes contain flight planning requirements to support PBCS.
Bangladesh	a) Noted b) Noted
China	- China issued the advisory circular (AC-91-FS-2018-006R1) regarding the operation authorizations for operational use of data link communication systems in February 2018. This AC provides the operators of China, who will apply for supplementary operational approvals to meet the PBCS operation requirements, with regulatory policies, procedures, training requirements, acceptable methods as well as guidance materials. Dedicated trainings have been delivered to both operators and inspectors of the aeronautical authorities so that the willing operators could be certified by March 29th, 2018.
Hong Kong, China	- Hong Kong China has provided response to the ICAO APAC survey on PBCS. The CAD of Hong Kong Chin has put in place an operational approval process for Hong Kong's registered aircraft that need to operate in PBCS airspace. Hong Kong China published "AIC 05/18" on 13 March 2018 providing information to airspace users on local policy and PBCS operational approval process.
Macao, China	- CAA of Macao, China noted the applicability of this SARPs and is preparing the regulation and PBCS operational approval process for the aircraft under our registry.
Fiji	- Fiji fully supports the implementation of PBCS, having responded to the ICAO APAC survey on PBCS and implemented an operational approval process for aircraft on its register that will operate in PBCS airspace.
India	1) India has responded to the ICAO APAC survey on PBCS. 2) At present, ATM Automation systems of Chennai, Mumbai, Kolkata and Delhi can accept Flight Plans with PBCS indicators but are not capable of processing them. AAI is negotiating with vendors for upgrading the ATM Automation systems to meet the ANSP PBCS compliance. AAI expects to upgrade the ATM system complying with the provisions of PBCS by June 2019. 3) India has laid down requirements/ guidance in the form of Operations Circular 1 of 2018 for the operational approval for communication and/or

	surveillance capability including aircraft equipage for operations where RCP and/or RSP specification.
Japan	a) Japan is responding to it.
Malaysia	- Mandate date need to defer, due to some internal issues and neighbouring State India also is not ready.
Myanmar	- Myanmar has a plan to hold a Stakeholder meeting in respect of operational approval process for aircraft on their registry that will operate in PBCS airspace area. Once it has been completed, Myanmar will report a plan to the ICAO APAC survey on PBCS.
Nepal	- Due to limited Airspace and without oceanic Routes Nepal has not yet used ADS-C and CPDLC. So PBSC is not yet implemented in Nepalese airspace.
New Zealand	a) New Zealand has responded to the survey. b) New Zealand has implemented PBCS operationally and the necessary regulatory changes are in progress.
Pakistan	a) PCAA has already responded to the ICAO APAC survey on PBCS and submitted duly filled Form to ICAO APAC Office vide email dated 18th August, 2017. b) PCAA has an operational approval process for aircraft on its registry that will operate in Performance Based Communication and Surveillance (PBCS) area. In this respect, ANO-024-FSXX-7.0 and AWNOT-070-AWXX-2.0 may be referred.
Papua New Guinea	a) PNG will take action to respond to the APAC survey on PBCS; and b) PNG has amended its regulatory framework to include PBCS to enable operational approval process for aircraft on our registry that will operate in PBCS airspace areas.
Philippines	- CAAP will implement PBCS simultaneously with the operational ADS-C /CPDLC in ATMC by Q4 2018. • Progressive implementation in oceanic airspace • 50 NM longitudinal-based separation standard between 2 PBCS compliant aircraft - Likewise, CAAP will continue to appropriate measures to develop the necessary regulations, policies and procedures for the implementation of PBCS.
Republic of Korea	- APAC survey is in progress. - PBCS approval process has been established as of March 28, 2018 and in effect since March 29, 2018.
Singapore	- Singapore has responded to the ICAO APAC survey on PBCS, and developed the necessary operational approval processes for the grant of PBCS approval for aircraft on our registry. - An AIP Supplement was published in February 2018 to inform aircraft operators on the implementation of PBCS within the Singapore FIR.
Thailand	- Thailand has responded to the survey on PBCS. There is no plan to implement PBCS since radar and VHF voice communication ranges cover most of Bangkok FIR. However, CAAT has an operation approval process for aircraft operation in PBCS airspace.
United States	- FAA met the March 29 PBCS implementation deadline.

Viet Nam	a) Viet Nam has responded to the ICAO APAC survey on PBCS;
	b) Viet Nam has develop policy and provisions on PBCS and ensured operational approval process for aircraft on our registry that would be operated 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.

Responses on Action Item 54/8

Australia	- Australia supports this Action Item and acknowledges that many States in the region would benefit from the development of guidance material for ANS oversight. Australia notes that some States in the APAC region will have ANS implementation challenges even after guidance material is prepared and provided. As chair of RASG, Australia will work towards ensuring the RASG work programme is appropriately targeted to meet these States' needs. Australia already accommodates visits from regional NAA's to demonstrate first-hand Australia's mature ANS oversight arrangements.
	- Australia acknowledges that ANS is a broad subject that includes air traffic management, meteorological services, aeronautical information services, instrument flight procedure design, search and rescue, and communication, navigation and surveillance and that long standing SARPs and guidance material already exist in relation to ANS subjects and that the Safety Oversight Manual (Doc 9734) details safety oversight requirements under the auspices of the USOAP.
Bangladesh	a) Noted
	b) Bangladesh agrees to participate in the development of the guidance material for ANS oversight
China	- CAAC will participate in the development of the guidance materials.
Hong Kong, China	- Hong Kong China will monitor closely the development of the guidance material by the RASG for ANS Safety Oversight, and will provide our inputs to the development of the guidance material if applicable and appropriate.
Macao, China	- Noted.
Fiji	- Fiji fully supports the need for a standardised approach to performance based oversight of ANS providers and Action 54/8 pertaining to this.
India	- India supports 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.

Japan	a) Japan understands the need for standardization approach to performance based safety oversight of the air navigation service providers in the APAC Region. b) Japan plans to participate to the RASG APAC meeting in the development of the GM.
Malaysia	a) Malaysia is agreeable to the recommendation. b) Malaysia is agreeable to the proposal.
Myanmar	a) & b) Noted
Nepal	- Nepal will participate in the development of guidance material for the performance based safety oversight for air navigation service providers.
New Zealand	- Noted.
Pakistan	- PCAA will actively participate and will extend all out support to RASG APAC in the development of the guidance material for an ANS oversight.
Papua New Guinea	a) PNG supports the recommendation to develop guidance material for an ANS oversight; and b) PNG will participate in the development of the guidance material.
Philippines	- The Philippines strongly supports the initiative of the ICAO for the development of an ANS Safety Oversight Manual and encourages the State to participate in the development of the guidance material. Likewise, the CAAP fully supports the recommendation of the conference on developing guidance materials for Air Navigation Services safety oversight. - Currently, CAAP has promulgated Civil Aviation regulations governing Aerodromes (CAR-Aerodromes) and Civil Aviation Regulations - Air Navigation Services (CAR-ANS) containing both the prescriptive and performance-based framework as the basis for safety oversight. Other regulations are supplemented by Memorandum circulars and safety directives in order to put emphasis on compliance. Although, the regulations also provide for an alternative means of compliance subject to the acceptability of the CAAP in consideration of the performance element of regulation. - CAAP regulations are subject to periodic review and amendments. Nevertheless, these regulations shall be revised and amended accordingly once the newly established ICAO guidance material has been developed.
Republic of Korea	- The ROK plans to actively participate in the development of the ANS Safety Oversight Manual considered by RASG APAC. - The ROK also holds multi-party ANS safety oversight coordination meeting with the U.S. and Japan to share the safety policies and information.
Singapore	- Singapore will support efforts at RASG-APAC and APRAST in this area.
United States	- The FAA developed an Air Traffic Safety Inspector Handbook that provides guidance on ATS safety oversight best practices for ATS Oversight Organizations and would be willing to share this guidance with interested States.
Viet Nam	- Viet Nam has developed ANS Safety Oversight Manual and has actively participated in the development of the guidance material as well as would revise its manual accordingly.

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.*

Responses on Action Item 54/9

Australia	- Australia participated in the first meeting of the ICAO Asia/Pacific Unmanned Aircraft Systems Task Force in April 2017, however could not attend APUAS/TF/2 in March 2018 due to operational commitments. - Australia attended the Second Remotely Piloted Aircraft Systems (RPAS/2) Symposium, held in Montréal, Canada 19-21 September 2017 as well as attending and presenting at the RPAS/3, in China, 10-14 September 2018.
Bangladesh	- Bangladesh actively participates in the ICAO Asia and Pacific UAS Task Force meetings.
China	a) CAAC has actively participated in the ICAO Asia/Pacific Unmanned Aircraft Systems Task Force and Mr. Liu Hao nominated by CAAC was elected as the Chairman of the Asia Pacific Unmanned Aircraft Systems Working Group. b) Chinese delegation attended the Second Global Remotely Piloted Aircraft Systems Symposium (RPAS2017) and the DRONE ENABLE, ICAO's Unmanned Aircraft Systems (UAS) Industry Symposium in Montréal from 19th to 23rd September, 2017.
Hong Kong, China	- Hong Kong China supports ICAO's work on providing a forum for States/Administrations to develop rules to address UAS risks together. The CAD of Hong Kong China has presented a paper on regulations of UAS at the ICAO Asia/Pacific UAS Task Force meeting in March 2018, and attended the ICAO 2nd Global RPAS Symposium in Sep 2017.
Macao, China	- Noted.
Fiji	- Fiji fully supports the need for the development of safety oversight and management of unmanned aircraft operations and Action 54/9 pertaining to this.
India	a) Two officers from AAI attended APUAS/TF/1 and APUAS/TF/2 meetings held at ICAO APAC Office, Bangkok. India is a part of Small Working Group (APUAS/TF/SWG) formed to prepare regional guidance document on Small UAS. b) One DGCA official attended RPAS/2 Symposium in Montréal in September 2017. One officer from DGCA and two from AAI will be attending RPAS/3 and DRONE ENABLE/2 Symposia in Chengdu in September 2018.
Japan	a) Japan is participating in both of them. b) JCAB participated in Remotely Piloted Aircraft Systems (RPAS) and Drone Enable Symposiums to be organized by ICAO in September 2017.

Malaysia	a) Malaysia has attended meeting initiated by ICAO APAC and will actively participate in the Task Force. b) Due to lack of budget, Malaysia did participate in the Drone Enable Symposium in Montréal in September 2017.
Myanmar	a) & b) Noted
Nepal	- Two officials from CAA Nepal have participated in recent taskforce meeting organized at ICAO APAC for UAS. Nepal is preparing for necessary homework for the development of complete set of regulation for the UAS/RPAS based on ICAO Doc 10019 "Manual on Remotely Piloted Aircraft System". - Two officials from CAA Nepal have participated in EASA drone workshop in Singapore. This will further help Nepal to develop the necessary set of regulation for safe use of RPAS/UAV in Nepal.
New Zealand	- New Zealand has participated in RPAS and Drone Enable Symposiums held in 2017 and 2018. New Zealand is also represented on the ICAO Unmanned Aircraft Systems Advisory Group (UAS-AG).
Pakistan	a) PCAA is willing to actively participate in the ICAO Asia/Pacific Unmanned Aircraft Systems Task Force. b) Due to long drawn approval process, PCAA could not participate in Remotely Piloted Aircraft Systems (RPAS) and Drone Enable Symposiums organized by ICAO in September 2017
Papua New Guinea	a) PNG has not actively participated in the ICAO Asia/Pacific UAS Task force due to workload and commitment towards its ICVM; and b) PNG has not participated in the RPAS and Drone Enable Symposiums organised by ICAO in September 2017, but continues to collaborate with Australia on this subject matter.
Philippines	- CAAP will attend/participate in all training programs, meetings and symposia regarding unmanned aircraft operations to further enhance the current regulations, licensing and certification procedures of the Authority.
Republic of Korea	- Although the requests of participation in the said Task Force and Symposiums were unable to be fulfilled on account of internal reasons, the ROK is committed to the establishment of international standards by continuously participating in the ICAO RPAS Panel.
Singapore	- Singapore sent four representatives to participate in the inaugural APUAS/TF meeting held on 3-5 April 2017 at ICAO APAC Regional Office in Bangkok. Singapore sent representatives to participate at the second APUAS/TF meeting on 5-8 March 2018. - Singapore sent representatives, including a keynote speaker, to participate in the RPAS and Drone-Enable symposia held on 19-21 September 2017 at ICAO Headquarters.
Thailand	- Thailand participated in the Second Meeting of the ICAO Asia/Pacific Unmanned Aircraft Systems Task Force (APUAS/TF/2) to develop rule and regulation for the Unmanned Aircraft System (UAS).
United States	- The FAA participates in ICAO Asia Pacific UAS Task Force activities, and the FAA participated in the September 2017 RPAS Symposiums.
Viet Nam	- Viet Nam has actively participated in these events organized by ICAO; exchanged information and guidance on UAS management to military Authorities.

Action Item 54/10	*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.

Responses on Action Item 54/10

Australia	a) Australia will continue to participate in the Distributed Multi-Nodal ATFM Network project and commit the necessary resources to support cross-border ATFM operations, however attendance at specific meetings is subject to operational requirements and priorities.
	b) Australia will continue to provide representation to the ICAO Asia Pacific ATFM Steering Group, however attendance at specific meetings is subject to operational requirements and priorities.
	c) Australia notes this action item.
Bangladesh	a) Noted and agreed with the project along with neighbouring States and commit to support.
	b) Noted
	c) Noted
China	a) Distributed Multi-Nodal ATFM Network Project in China: Firstly, a Cross-Border ATFM information exchange platform was built to achieve CTOTs delivery to relevant stakeholders in the Asia Pacific region. Secondly, the Collaborative MIT Conversion Program (CMCP) initiated by China in the Asia Pacific region enables ATMB, CAAC to allocate CTOTs for the flights departing from Thailand and other countries or areas in the South China Sea area. Thirdly, as the LEVEL3 participant in the highest level of the project in the Asia Pacific region, with Singapore, Thailand, Hong Kong China and ICAO jointly drafted the "ICAO ASIA/PACIFIC FRAMEWORK FOR COLLABORATIVE AIR TRAFFIC FLOW MANAGEMENT" and was published by the ICAO Air Traffic Flow Management Steering Group in September 2015, drafted the "ICAO ATFM POST-OPERATIONS ANALYSIS RECOMMENDED FRAMEWORK" and was published by the ICAO Air Traffic Flow Management Steering Group in July 2017. Furthermore, the direct coordination and communication with about 100 ATC units, airspace users and airport operators on operational level in the Asia Pacific region is established to achieve direct interconnection and interoperability among countries and areas along the Maritime Silk Road. At last, China will participate in the formulation of the current ATFM operation concept and Common Operating Procedures (COP) in the Asia Pacific region.

	b)	China plays the leading role in the establishment of ATFM Information Requirements Small Working Group (ATFM/IR/SWG): During the 5th meeting of the ICAO Air Traffic Flow Management Steering Group (ATFM/SG5) from 30 March to 3 April 2015 in Bangkok, Thailand, the Proposal for Establishment of ATFM Information Interaction Platform Technical Group (WP/17) was submitted by China to establish the ATFM Information Requirements Small Working Group, winning support from ICAO and countries or areas and adopted by the meeting. In the first decision of the meeting (Decision ATFM/SG/5-1), it was clearly stated that ATFM Information Requirements Small Working Group (ATFM/IR/SWG) set up under the organizational framework of ICAO by the proposal by CAA China, Hong Kong China, India, Indonesia, Japan, Singapore, Thailand and ICAO indicated willingness to participate in this working group and to jointly conduct works concerned. At the same time, ICAO also included the related information in the final report of the meeting. In the subsequent Distributed Multi-Nodal ATFM Network Project, China further appealed to organize the establishment of the Technique Sub-Group (TECH SUBGROUP) under the organizational framework of the project to support ATFM Information Requirements Small Working Group at the operational level. China will also keep close contact with ICAO and actively lead the work of the ATFM Information Requirements Small Working Group.
	c)	The Implementation Roadmap of China closely matches the ICAO ATFM development: In January 2018, CAAC officially issued the Implementation Roadmap (hereinafter referred to as the Roadmap), which is in the same direction with ICAO. Its sixth chapter "ATFM in Asia Pacific region" is based on the framework of ICAO for ATFM in the Asia Pacific region, and is combined with the current progress of ATFM of ATMB, CAAC involving in Distributed Multi-Nodal ATFM operational trial. The Roadmap was developed from four aspects of ATFM collaborative decision-making interaction platform, Common Operating Procedures (COP) and information interaction rules, Collaborative MIT Conversion Program (CMCP) and Cross-Border ATFM operational trial. China will actively promote ATFM in the Asia Pacific region and center on ICAO works to synchronize the development Cross-Border ATFM in the Asia Pacific region.
Hong Kong, China	-	As one of the co-chair of the Distributed Multi-Nodal ATFM Network project, Hong Kong China will continue to participate actively in the ICAO APAC ATFM Steering Group.
	-	Hong Kong China hosted the 15th Meeting of Distributed Multi-Nodal ATFM Network Project in Jan 2018 at the CAD Headquarters to facilitate discussion on the project progress and the interface control document to support the ATFM system-to-system communication. CAD of Hong Kong China will continue the active participation in both the Distributed Multi-Nodal Network Project and ICAO Asia Pacific ATFM Steering Group to contribute towards the harmonization of ATFM information exchange among states.
Macao, China	-	Macao, China does not have FIR. The implementation of ATFM measures are correlated to the implementation of neighbouring airspace authorities.
Fiji	-	Fiji fully supports the need for ATFM where required to regulate air traffic flow to balance demand and capacity and will review its ANS plan for inclusion of this initiative as appropriate.

India	a) India has implemented nationwide C-ATFM system from April 2017. The C-ATFM system is equipped with flexible and scalable interactive participation capability and is compatible with international message exchange protocols. Hence India C-ATFM system is ready to participate in the distributed multi nodal project.
	b) India is an active participant in the APAC ATFM Steering Group and as a member of small working group of ATFM SG, has extensively contributed towards harmonization process. India has hosted the ATFM SG 8 meeting in May 2018.
	c) India ATFM implementation is fully in-line with APAC Regional ATFM Framework.
Japan	a) Japan is conducting activities in NARAHG (Northeast Asia Regional ATFM Harmonization Group) which is a committee to study the future ATFM in the Northeast Asia Region including Japan, China and Korea. Japan recognizes the necessity for collaboration between NARAHG and Multi-Nodal ATFM network project.
	b) Japan is participating in the ICAO Asia Pacific ATFM Steering Group.
	c) Japan agrees.
Malaysia	a) Malaysia has been participating in the Regional Distributed Multi Nodal ATFM Ops Trial Meetings and Exercises since year 2015. Malaysia supported the cross border ATFM initiatives as level 2 member, whereby 11 airports in the country received ATFM measures from the level 3 states and facilitate aircraft compliance.
	Malaysia has added extra facilities in KLATCC to ensure continuous monitoring of any ATFM Measures issued by the level 3 states, and facilitate the CTOT compliance for the aircraft.
	Malaysia aims to upgrade the participation status as level 3 member in 2019 to further enhance the cross border initiatives.
	b) Malaysia has been participating in the Asia Pacific ATFM Steering Group Meeting since the ATFM/SG2, and assisting the group in promulgating the Asia Pacific Regional Framework for Collaborative ATFM.
	c) Malaysia is planning to implement Cross Border ATFM to manage traffic operating in/out of Kuala Lumpur International Airport in fourth quarter of 2019. It will be implemented under the Distributed Multi Nodal Ops Trial initiative.
Myanmar	a) Myanmar is participating in level (2) Nodes' Ground Delay Program (GDP) and Calculated Take-Off Time (CTOT) in implementation of cross border ATFM through distributed Multi-Nodal AFTM Network Concept.
	b) Noted.
Nepal	- Civil Aviation Authority of Nepal has taken initiations to implement cross boarder ATFM using the distributed Multi-Nodal ATFM Network.
New Zealand	- New Zealand has implemented a Distributed Multi-Nodal ATFM Network that is appropriate for its geographical position.
Pakistan	a) &b) At present Pakistan is not part of Distributed Multi-Nodal ATFM Network. However, in future, if Pakistan is required to be its part, then all support will be provided by PCAA.

	c)	Pakistan agrees with the proposal. Necessary input will be shared with ICAO Asia & Pacific office on the development of required framework for collaborative ATFM.
Papua New Guinea	a)	PNG is considering participating in the project but is unable at this stage to commit the necessary resources at this early stage. However, our ATM modernisation programme will address ATFM.
	b)	PNG will consider participating in the APAC ATFM Steering Group in the future.
	c)	PNG will develop ATFM implementation plans to harmonise the processes in line with ICAO APAC Framework for Collaborative ATFM.
Philippines	-	The Philippines supports the initiative for the development and implementation of cross border Air Traffic Flow Management.
	-	With the commissioning of ATM system automation by 3Q or 4Q of 2018, the Tactical ATFM function will be utilized, hence, the required level of participation of CAAP to Distributed Multimodal ATFM Network project will be enhanced.
Republic of Korea	-	The ROK has been participating continuously in NORTHEAST-ASIA REGIONAL ATFM HARMONIZATION GROUP (NARAHG) meeting for the management of air traffic flow in three Northeast Asian countries (Korea, China and Japan) and hosted the 6th meeting on March 2018.
	-	The ROK attended the ATFM/SG/8(May 14-18, 2018) to present the status of ATFM of three countries and shared the result of NARAHG.
	-	The ROK has been participating in the Air Traffic Flow Management/Steering Group/Information requirement/Small Working Group (ATFM/SG/IR/SWG) since June 2018.
Singapore	-	Singapore is an active participant of the Distributed Multi-Nodal ATFM Network project and regularly participates in the ICAO Asia Pacific ATFM Steering Group to drive the implementation of ATFM. Singapore has developed an ATFM implementation plan in line with the ICAO Asia Pacific Regional Framework for Collaborative ATFM.
Thailand	-	AEROTHAI actively participates in the Distributed Multi-Nodal Cross-Border ATFM Project and commits the resources required to support the ATFM Operational Trials, including the development of the concept and standard operating procedure, the technical support system as well as the post-operation analysis framework and participate 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 AEROTHAI has been developing ATFM implement plans within the ICAO Asia Pacific Regional Framework for Collaborative ATFM.
Viet Nam	a)	Viet Nam has actively participated in these matters organized by ICAO;
	b)	Viet Nam is developing ATFM implementation plan under ATFM project under MITRE Corporation (USA) cooperation as well as should 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.*

Responses on Action Item 54/11

Australia	Australia is committed to developing and sharing materials and other resources to assist with the effective oversight of SMS. a) Australia supports the ICAO initiative to organise training which focusses on practical experiences and best practice, and b) Australia, through the Civil Aviation Safety Authority (CASA), provides resources for the ICAO Safety Management web site through its interaction via the Safety Management Panel (SMP) and is currently working to release parts of its SMS resource toolkit for publication on the website.
Bangladesh	a) Noted b) Bangladesh arranged few workshops and Training for its Aviation Safety Inspectors including those who are working in Industry, ANSP and Airports. Bangladesh has taken a Technical Assistance Project with ICAO TCB for SSP implementation in Bangladesh. Working groups have already been established for implementation of SSP and SMS.
China	- China would like to share the experience and lessons in safety performance management with other States/Administrations through ICAO safety management website.
Hong Kong, China	- Hong Kong China appreciates ICAO's efforts in organizing regional SMS training workshops which have definitely enhanced States' knowledge especially the experience and practices of our counterparts. - Hong Kong China has also been sharing our experience in safety performance management at different forums such as the APRAST, RASG. Hong Kong China will provide information to ICAO to update the Safety Management website when the public site is ready.
Macao, China	- CAA of Macao, China supports ICAO to organize SMS training for experiences exchange between States and Administrations. CAA of Macao, China also shared our experience in difference performs such as RASG, APRAST and COSCAPs.
Fiji	- Fiji fully supports the need for on-going efforts in respect of the implementation and effective oversight of SMS and Action 54/11 pertaining to this.
India	1) As part of sharing experience and lessons in Safety Performance Management, Aviation Safety Directorate of AAI and the DGCA jointly organized a workshop with the title 'Safety Enhancement Initiatives at

	Indian Airports on 10th October, 2017 in which all major airport operators of India participated. It was decided to form the Airport Operators Safety Group (AOSG) consisting of representatives from various airports and the first meeting of the AOSG was held on 26th June 2018. 2) Sharing safety data among Indian Airport Operators is being taken up by AOSG.
Japan	a) Japan will continue to support the initiatives take by the Conference. b) Japan will continue to support the initiatives take by the Conference.
Malaysia	a) & b) Malaysia agrees on the proposal.
Myanmar	a) & b) Noted.
Nepal	- Nepal is developing the safety database for all areas of civil aviation. The updated database will be shared with ICAO when such database is mature.
New Zealand	- Noted
Pakistan	- PCAA is working on the methodology to explore the model and methods of safety performance management typical to our civil aviation industry. PCAA intends to involve the service providers in order to identify gaps between the current practice and the requirements of safety performance management. Based on these gaps and differences the required input will be provided to ICAO.
Papua New Guinea	a) PNG supports this initiative. b) PNG is willing to share experience and lessons in safety performance management.
Philippines	a) CAA Philippines' Civil Aviation Training Center (CATC) can be used as venue for such training sessions. b) The Philippines will share its experiences and lessons learned in safety management performance to update ICAO Safety management website.
Republic of Korea	- The ROK has been actively engaging in the sharing of information and communication between the government and the industry through a series of seminars and conferences focusing on safety management (including SMS safety oversight) and pledges to actively participate in sharing experiences and lessons via ICAO SMI.
Singapore	- Singapore will share its experiences on safety management at appropriate ICAO platforms. As a member of the Safety Management International Collaboration Group, Singapore is also working with other members to facilitate knowledge-sharing in SMS and develop tools to support SMS implementation and oversight.
Thailand	- Thailand has started to implement State Safety Programme (SSP), gap analysis result has been submitted to ICAO iSTARS and SSP implementation plan is defined. The identified tasks are being performed. - The system is installed in the process of transitioning to the operation phase. The development of the Safety Data Collection and Processing System (SDCPS) has been used ECCAIRS. - Thailand has been developing the SSP/SMS regulations and guidance materials - Occurrence reporting regulation/Harmonized SMS requirements/SMS implementation guidance materials. - Thailand incorporates SMS audits into the routine safety oversight programs.

	- Thailand has provided the SSP/SMS in-house training for all inspectors and SSP involved personnel, and to attend the ICAO SSP/SMS training courses. - Thailand has provided ICAO the supportive information as requested to update on the progress of implementation of SMS/SSP and the number of Runway Safety Team established in Thailand - As part of the APAC Regional Safety Priorities and Targets.
Viet Nam	The CAAV has promulgated the regulation to mandate the implementation of SMS for the service providers within Vietnam including the AOC, AMO, ATO, ATC Service Providers and Airport Operators and the guidance for the effective implementation of SMS in each areas also developed. However, noting that the effectiveness of the SMS implementation among the industries still at different level so the CAAV fully agrees and supports the Action Item 54/11 and urges: 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.

Responses on Action Item 54/12

Australia	- Australia notes this action item.
Bangladesh	a) Bangladesh has started in the ICAO Asia/Pacific A-CDM/TF Meetings. Keeping in view harmonization of A-CDM practices in APAC Region. Bangladesh has not yet established A-CDM process in any of the airports in Bangladesh. However, considering the increasing traffic density at HSIA, Dhaka, Bangladesh is planning to implement A-CDM at HSIA at the beginning. b) Bangladesh will consider the cross-border ATFM operations while implementing A-CDM.
China	1) The Guidance for Airport Collaborative Decision Making (A-CDM) in China has been issued in May 2018. 2) The OSC will fulfill the assessment of A-CDM among airports with no less than 30 million passengers annually by the end of 2018. 3) The OSC will fulfill the assessment of A-CDM among airports with no less than 10 million passengers annually by the end of 2019.

Hong Kong, China	-	Hong Kong China has been in full support of the ICAO initiative on A-CDM. The CAD of Hong Kong China has been well aware of the benefits of A-CDM to both airport and ATC operations, and has engaged with stakeholders of the Hong Kong International Airport (HKIA) to plan for phased implementation of A-CDM. Since July 2017, operational trials of the A-CDM with stakeholders have commenced, with the final phase of the trials started since 1 Feb 2018. The CAD of Hong Kong China has also actively supported the ICAO Asia/Pacific A-CDM Task Force (APA-CDM/TF) by contributing its staff to serve as the Chairman and hosted the 2nd Meeting of the Task Force at CAD Headquarters on 29 November - 1 December 2017. The CAD of Hong Kong China will continue to actively participate in the ICAO APA-CDM/TF and work towards harmonization of A-CDM practices in the region.
Macao, China	-	Noted.
Fiji	-	Fiji fully supports the need for harmonisation of A-CDM practices and Action 54/12 pertaining to this.
India	a)	India is an active member of APAC A-CDM /TF and is developing APAC A-CDM regional framework document.
	b)	India has implemented A-CDM solutions in-line with Doc 9971 Part III. The A-CDM solution is being integrated with India C-ATFM system. The C-ATFM system will facilitate cross-border ATFM operations as and when necessary.
Indonesia	1)	Growth of air traffic in a number of airports in Indonesia continues to increase every year, especially with 'first-time-flyer' in accordance with the growing ability of the middle class. The number of flight movements at the Soekarno-Hatta airport averaging over 1200 per day needs to be disseminated to other airports in a balanced manner in accordance with the capacity at airports and airspace;
	2)	Infrastructure development is important, but also needs to consider the benefits and costs that can be generated, efficiency is one of the key;
	3)	One of the results of the meeting was the need for harmonization in practical A-CDM at the airports, aerodromes and airspace in Indonesia;
	4)	A-CDM has been implemented in various countries, but for civil aviation in Indonesia is still new. The A-CDM has changed the 'first-come-first-served' understanding into 'the efficiency of the flows of passengers and cargo' from one departure site to its final destination;
	5)	To achieve that objective, A-CDM involves direct coordination activities between the elements of airlines, managers of each airport, ground handling agent (CIQ, Pertamina and Catering services) and ANSP while maintaining safety and smooth flight. One of the keys to the successful running of A-CDM is 'information sharing' among the elements;
	6)	To quote the sentence ' 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 ', then it is time in civil aviation operations in Indonesia to introduce and implement A-CDM;
	7)	'Information sharing' is not an easy thing to do and therefore it is necessary to take steps to implement A-CDM in Indonesia and always pay attention to ICAO's suggestion that we learn from the States/Administration already

	implementing A-CDM;
	8) In response to the 'challenge' of Action Item 54/12, the above mentioned elements immediately set up and operationalize an 'ad-hock' team involving highly trained and experienced field personnel from 'elements' to develop policies and the concept of A-CDM which further conveys the results to the highest policy maker among the elements concerned.
Japan	a) Japan is participating as a member of A-CDM/TF to discuss its harmonization in APAC Region. b) Japan is discussing its content at APAC A-CDM/TF.
Malaysia	a) Malaysia is agreeable to the recommendation. b) Noted, will coordinate with airport authority to harmonize A-CDM internally and inter-regional.
Myanmar	a) & b) Noted.
Nepal	- Civil Aviation Authority of Nepal has taken initiation to implement A-CDM.
New Zealand	- New Zealand is actively working on this through the New Southern Sky Programme.
Pakistan	- Para 7.1 of ICAO Asia / Pacific Seamless ATM Plan V2.0 states that A-CDM applies on "all high density international aerodromes where scheduled flight movements per annum is 100,000 or more. Hence, A-CDM is not applicable in Pakistan as annual traffic movement in all international aerodromes in Pakistan is less than 100,000.
Papua New Guinea	a) PNG is working towards harmonisation in a collaborative approach with the airport operator and the ANSP in the implementation of A-CDM practices and will in future participate in the APAC A-CDM/TF; and b) PNG will implement A-CDM when all involved are fully aware of the requirements of A-CDM.
Philippines	- CAAP-ATS is developing enhanced ATFM, focused on departure management. In the operation of ATMC, we will extend collaboration with aerodrome operator's to integrate airspace improvements with the ground infrastructure.
Republic of Korea	- The ROK has been participating in the A-CDM TF in the APAC region to implement a harmonized A-CDM operation procedure in the APAC region; it is implementing A-CDM with reference to best practices of other airports and international operational procedures. - The ROK has implemented A-CDM staring in Incheon airport, expanding to Gimpo, Jeju and Gimhae airport by 2021. - The ROK has been working with stakeholder to harmonize A-CDM with local and cross-border ATFM operations considering environment of local airspace, airports and air traffic control.
Singapore	- Singapore has implemented A-CDM at Changi Airport since October 2016 and has seen benefits from optimized airport operations through collaboration with the airport's partners. Singapore has shared the approach and experience of implementing A-CDM in the CANSO A-CDM publication. Singapore also participates in the ICAO APAC A-CDM/TF.
Thailand	- Realizing the operational benefits brought about by A-CDM, AEROTHAI has participated in the ICAO Asia/Pacific A-CDM Task Force (APA-CDM TF) since the establishment of the group. At national level, AEROTHAI is taking part in implementing A-CDM starting at Suvarnabhumi International Airport and Don Mueang International Airport which are identified as the

	high-density aerodromes in the current edition of ICAO Asia/Pacific Seamless ATM Plan. In particular, "Local Concept of Operations" document is being cooperatively developed with Airports of Thailand Plc. and a system able to automatically calculate Target Start-Up Approval Time (TSAT), which is one of the key A-CDM data elements under AEROTHAI's responsibility, is being constructed. Keeping in mind the operational performance able to be improved with information linkage between ATFM and A-CDM support systems, the data exchange, including Calculated Take-Off Time (CTOT) and Target Take-Off Time (TTOT), between these two systems will also be established.
Viet Nam	a) CAAV has developed A-CDM Plan, is coordinating with airport services corporation, ANSP and airlines to deploy A-CDM project for Noi Bai and Tan Sơn Nhat airports in harmonizing with A-CDM practices in APAC Region as well as has participated in the ICAO Asia/Pacific A-CDM/TF; b) CAAV has requested and guided VATM in coordinating with airports and airlines to take trial and 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.

Responses on Action Item 54/13

Australia	- Australia notes this action item.
Bangladesh	- Noted.
China	- Noted.
Hong Kong, China	- Hong Kong China fully supported the initiative for formation of an international Users' Group for ATMS. The CAD of Hong Kong China took lead to form an Users' Group with international users of ATMS to share operational and technical experience, and map out the future system development roadmap, which could be beneficial for the region in respect of development of the global roadmap and performance-based requirements of the ATMS. The first meeting of the Users' Group was hosted by Hong Kong China in Sep 2017.
Macao, China	- CAA of Macao, China supports this initiative.
Fiji	- Fiji fully supports the initiative of States towards formation of an international Users' Group for ATMS and Action 54/13 pertaining to this.
India	- With India's experience of handling multi-vendor safety-critical ATMS, India may be considered as one of the lead APAC States in the International Users' Group for ATMS.
Japan	- Japan is engaging in the efforts to further develop ATMS by the initiative of States in the APAC Region and playing an important role towards the goal.
Malaysia	- Malaysia took note on this.

Myanmar	- Noted.
Nepal	- Civil Aviation Authority of Nepal has not yet implemented.
New Zealand	- Noted.
Pakistan	- Pakistan appreciates the idea of international Users Group of ATMs and ready to share operational and technical experience to support APAC Region for development of global roadmap and performance based requirements of ATMs.
Papua New Guinea	- PNG supports the initiative on the formation of an international Users' Group for ATMS to share operational and technical experience, and map out the future system development roadmap.
Philippines	- The Philippines supports the initiative towards formation of an international User's Group for ATMS to share operational and technical experience, and map out the future system development roadmap. - Last December 2017, the THALES users group meeting for TOPSKY system (the ATMS of THALES) was attended by ANSPs personnel of CAAP. - CAAP collaborates with Singapore ANSP regarding transition activities for the new ATM. ANSP coordination meeting with Indonesia/Malaysia supports these sharing activities.
Republic of Korea	- The ROK will provide active support if ICAO APAC Office undertakes activities in relation to above.
Singapore	- Singapore recognizes the need for a risk-based approach for ATMS implementation and is supportive of the formation of an international Users' Group for ATMS. Singapore is prepared to participate in the Users' Group to share operational and technical experience in ATMS implementation.
Thailand	- Recognizing the benefits, the international users' group would bring, especially in the harmonization of performance improvement implementation as well as future development plan among ANSPs in the Asia/Pacific region, AEROTHAI generally agrees with the concept to establish such group for ATM system.
Viet Nam	- CAAV and ANSP is sharing operational and technical experience, and map out the future system development roadmap, has set up ASBU programme in accordance with the global roadmap and is carrying its elements to meet with performance-based requirements of the ATMS.

AGENDA ITEM 4: ECONOMIC DEVELOPMENT OF AIR TRANSPORT

Action Item 54/14   *ICAO's work for Economic Development of Air Transport*

The Conference acknowledged ICAO's work for economic development of air transport and encouraged States/ Administrations to:

a) *Apply and follow ICAO's policies and guidance in the air transport field in their regulatory practices, including the long-term vision for liberalisation and core principles on consumer protection;*

b) *Coordinate with ICAO in meeting States' needs of data, analysis and tools to promote air transport development in the region; and*

c) *Contribute to the voluntary Air Transport Fund.*

Responses on Action Item 54/14

Australia	a) Australia is a strong proponent of aviation liberalisation, consistent with ICAO's long-term vision for air transport liberalization. Australia continues to expand and modernise its portfolio of air services arrangements to ensure that capacity is available to meet future demand and that opportunities for carriers in the market are expanded. Australia is Rapporteur for the ICAO working group drafting multilateral air services agreements and associated protocols for passenger and cargo services. Consistent with the ICAO Core Principles on Consumer Protection, Australia's consumer protection laws ensure consumer transactions are conducted in a context that is consistent, equitable and transparent. The framework applies across the economy, including aviation. Australia also participates in ICAO Air Services Negotiation (ICAN) events, including the most recent event in Colombo. b) Australia is part of the Expert Advisory Group to the Aviation Data and Analysis Panel and is contributing to the development of the Aviation Satellite Account. This tool will assist in assessing the health of civil aviation through scenario modelling. c) Australia notes this action item.
Bangladesh	- Noted.
China	- China supports ICAO's policies and guidance in the air transport field including the long-term vision for liberalisation and expands its international air transport market access, taking into consideration of its own national conditions, in an active and progressive manner based on the principles of mutual benefits and win-win. In 2017, China held air services consultations with Cambodia, New Zealand and several other Asia & Pacific countries to expand the air transport market access. - In the meantime, China submits Forms A, AS, B and C to ICAO every year; we participated in the second meeting of the Aviation Data and Analysis Panel (ADAP/2) held in Montréal, Canada from 28 to 30 March 2017; and - China is ready to make a due contribution to ICAO in terms of statistics and analysis.
Hong Kong, China	- Hong Kong China has been adopting a "progressive liberalisation policy" in bilateral air services negotiations. The Trade Description Ordinance is in place in Hong Kong China to protect consumer interests. We support ICAO's long-term vision for liberalisation and core principles on consumer protection and will continue to apply and follow ICAO's policies and guidance in the air transport field in our regulatory practices where appropriate.
Macao, China	- Noted.
Fiji	- Fiji fully supports the work done by ICAO for the economic development of air transport and Action 54/14 pertaining to this.
India	- India supports liberalisation and core principles in consumer protection. - Regulatory provisions for consumer protection have been laid down.

Japan	a) Japan continues to support the ICAO's activities in this item. b) Japan continues to support the ICAO's activities in this item. c) Japan understands its importance.
Malaysia	a) Malaysia is always supportive of ICAO's goals and initiatives and will follow ICAO's policies and guidance in the air transport field. b) Malaysia will coordinate with ICAO on the matter. c) CAAM will need more time to discuss the issue with the Ministry of Transport Malaysia as well as seek the consent of the Cabinet for the Voluntary Air Transport Fund.
Myanmar	a) b) & c) Noted.
Nepal	- Nepal will apply and follow ICAO' policies and guidance in the air transport field in air transport in terms of regulatory practices, liberalisation and core principles in on consumer protection. - Nepal will liaise with ICAO in meeting its need data analysis and tools to promote air transport development in the region.
New Zealand	a) New Zealand supports the long-term vision for liberalization and the core principles on consumer protection. New Zealand has continued to negotiate bilateral air services agreements that are as liberal as possible. and will be participating in the working group meeting of the Air Transport Regulatory Panel at the end of October with a view to continuing ICAO's work on liberalization of airline investment and of cargo b) New Zealand has not engaged with ICAO on this issue. c) New Zealand has not contributed to this fund.
Pakistan	a) Pakistan has always been a proponent of ICAO's policies and guidelines. b) Coordination with ICAO will be undertaken as and when required. c) Pakistan will consider contribution to the Air Transport Fund at appropriate time.
Papua New Guinea	a) PNG will apply and follow ICAO's policies and guidelines in the air transport field in our regulatory practices, and also in the long term vision for liberalisation and core principles on consumer protection; b) PNG will coordinate with ICAO in meeting our needs for data, analysis and tools to promote air transport development in the region; and c) PNG is unable to contribute to the voluntary Air Transport Fund at this stage.
Philippines	- The issuance of Executive Order 219 (EO 219) in 1995 paved way to the domestic and international civil aviation liberalisation policy for the Philippines. The liberalisation and deregulation of the industry, eliminated government control on restriction. The EO particularly relaxed into and exit from the market, lifted restrictions on routes and flight frequencies, as well as government control on fares and charges in market where there are two or more operators.
Republic of Korea	- The ROK has concluded aeronautical agreements with 102 countries so far, in conformity with the ICAO's aviation policy and direction (Doc 9587). - Open sky agreement has been concluded with 45 countries in total. - Air Transport Users Protection Standards are in place.
Singapore	- Singapore supports ICAO's work for the economic development of air transport, and has applied ICAO's guidance in its regulatory practices.

| Thailand | - | Taking into account of the ICAO's policies and guidance, Thailand is now implementing a services liberalisation policy, called "Gradual liberalisation", on international air transport in multilateral and bilateral air services agreement. This policy aims to support the airline industry by promoting extensive capacity and frequency entitlements as well as traffic rights, especially between the territories of the two Contracting Parties under the air services agreement. |
| Viet Nam | - | Viet Nam has submitted a separate IP on consumer protection under Agenda Item 6. |

Action Item 54/15   *Economic Benefits of Code-share, Co-Terminal and own –stopover rights.*

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.

Responses on Action Item 54/15

Australia	-	Australia seeks to negotiate fully open code-sharing arrangements with every market, in order to provide the potential for Australian and foreign airlines to expand their global networks and connectivity through cooperative marketing arrangements with overseas partners. This approach to code-sharing is consistent with our highly liberal approach to negotiating air services arrangements.
Bangladesh	-	Noted.
China	-	Noted.
Hong Kong, China	-	The benefits of liberalising third party code-share, domestic code-share, co-terminal and own-stopover rights to economies are noted. Hong Kong China has been adopting a "progressive liberalisation policy" in bilateral air services negotiations including the liberalisation of market access where appropriate.
Macao, China	-	Macao, China agrees that these rights are certainly beneficial in further improving market access in the region.
Fiji	-	Fiji recognizes the benefits of liberalising third party code-share, domestic code-share, co-terminal and own-stopover rights, to economies, passengers and airlines and supports Action 54/15 pertaining to this.
India	-	India is permitting liberally the code share and own stopover rights on reciprocal basis. However, India has some reservations about granting Co-terminal rights.
Japan	-	Though Japan understands its benefits, considers these rights have to be defined by the bilateral negotiations in general.
Malaysia	-	Malaysia acknowledged and recognized the economic benefits of the matter.
Myanmar	-	Since 1990s, Myanmar has been liberalising third party code-share through bilateral and multilateral arrangements. With regard to domestic code-share, Myanmar has committed to an ASEAN's regional arrangement liberalising the aforesaid rights throughout the region. For co-terminal rights and own-stopover rights, Myanmar has made agreement with some countries bilaterally.

Nepal	- Noted.
New Zealand	- Noted.
Pakistan	- Pakistan will follow liberalisation of rights in accordance with its National Aviation Policy recommendations and best national interest.
Papua New Guinea	- PNG's position is in support of code-share however is still considering third party code-share and its benefit due the size of our air transport in the country and the economy. The wider liberalisation of market access is being studied closely before definite policies can be made.
Philippines	- Under the jurisdiction of the Civil Aeronautics Board, the policy on code-share is liberalized except for third country code-share, which is limited to bilateral and multilateral agreements. Code-sharing virtually increases the capacity/supply of airlines with code-share agreements. - With regard to liberalizing co-terminal and own-stopover rights, the Philippines supports this action as it has an impact in the increase of passengers especially in the tourism industry. - Tourists may have an option which point to get down at without transferring to another airline. Also, tourists may opt to stay at one point for a certain period of time, before heading to their ultimate destination. A number of carriers have already been granted co-terminal rights.
Republic of Korea	- In order to prevent consumers' inconvenience caused by excessive marketing of airlines, code-share must be approved by and notified to competent authorities under the national law of the Republic of Korea. The regulations, however, are imposed at the minimum to support the flexible business operation of airlines. - As the Own-Stopover rights can be misinterpreted as the 5th freedom (Traffic Rights), it is allowed for the other party by signing an MOU upon concluding aeronautical agreement.
Singapore	- Singapore supports the liberalisation of market access, including the liberalisation of third party code-share, domestic code-share, co-terminal and own-stopover rights. The liberalisation of such rights would stimulate greater air travel demand, increase the overall market size for airlines and bring about other benefits to the wider economy.
Thailand	- Code sharing on international markets has become a significant opportunity for airlines which has grown rapidly in recent years across the airline industry. As a general rule in most air services negotiations, Thailand recognizes an importance of framework for code-sharing services such as bilateral code-sharing, same party code-sharing and third party code-sharing to be included within the bilateral agreements. This mechanism will allow airlines of both parties to significantly increase their network coverage in markets and offers the benefit of global connectivity, tourism and trade links. Thus, Thailand agrees in principle on this matter. - For the issue of co-terminal and own-stopover rights, Thailand views that these two rights have some specific requirements by allowing only international passengers to embark or disembark at an intermediate stop as part of an itinerary between the endpoints of a multi-leg flight or connecting flights. This mechanism is another form of beyond rights and not meant to be cabotage or fifth freedom. In practice, it seems to be not applicable to use the rights for stopover or co-terminal traffics in order to facilitate local airlines and domestic traffic. Thus, it is needed to consider all relevant information and factor of each negotiating country in order to determine the benefits from these conditions and accept the inclusion of this matter.

AGENDA ITEM 5: AVIATION AND ENVIRONMENT

Action Item 54/16	*International Civil Aviation and Environment*
	Acknowledging the recent developments within ICAO in the field of aviation and the environment, including the results of the 39th Session of the ICAO Assembly held from 27 September to 6 October 2016, the Conference encouraged States/Administrations to:
	a) develop, update and submit their action plans as soon as possible;
	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
	c) continue to inform the UNFCCC process of the work being undertaken by ICAO to address emissions from international civil aviation.

Responses on Action Item 54/16

Australia	a) Australia completed an update to its state action plan 'Managing the Carbon Footprint of Australian Aviation' in August 2017. b) Australia hosted an ICAO CORSIA Regional Seminar in April 2018. With over 100 participants from the Asia Pacific Region, this was the largest event in the series of regional seminars. Australia continues to promote CORSIA and encourage other Member States to participate in CORSIA's voluntary phases. Australia has committed to buddy partnerships with Papua New Guinea, Indonesia, Sri Lanka and Brunei Darussalam. c) Australia continues to ensure there is coordination across its Government agencies on recent developments in CORSIA and the interactions with UNFCCC processes.
Bangladesh	a) Noted b) Focal Point for CORSIA has been nominated and communicated to ICAO.
China (Responses on Action Items 54/16, 54/17 & 54/18)	- China has been constructively engaged in the development of CORSIA under ICAO and made important contributions to the adoption of the A39-3 Resolution by the 39th session of the Assembly last year. - China's position is clear and consistent on international aviation and climate change: ICAO policy and measures to address international aviation emissions should be in line with those under UNFCCC and principles of equity, CBDR and respective capabilities shall be abide by. The implementation of CORSIA shall not result in tangible discrimination against the aviation development in developing countries or cause developing countries to take more or undue responsibilities compared with developed countries. - China is resolute to develop green aviation and ready to enhance communication with other countries and learn from each other to jointly step up the sustainable growth of air transport. - However, we believe that ICAO is not substantially mandated and does not have the expertise to develop mandatory standards on the sustainability of alternative fuel. It does not take into consideration different national circumstances of countries, developing countries in particular, to develop mandatory international standards based on the practice of some developed countries, which would hence hamper the CORSIA implementation, the

		deployment of alternative fuel and the sustainable growth of international aviation.
Hong Kong, China	-	Hong Kong China keeps the latest work and initiatives of ICAO on environmental protection in view closely. Together with our airline representatives, Hong Kong China actively participated in the Regional Seminar on the State Action Plans and Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA) held and Global Market Based Measure Task Force (GMTF) of the ICAO HQs which works to formulate the implementation details of the CORSIA scheme. Hong Kong China will continue our efforts in supporting ICAO in the field of environmental protection. Hong Kong China will also continue to liaise with local airlines to keep them informed of developments and encourage them to get prepared for the implementation of CORSIA.
Macao, China	-	Noted.
Fiji	- -	Fiji fully supports the work done by ICAO in the field of aviation and the environment and Action 54/16 pertaining to this. Fiji has submitted its "State Action Plan for the reduction of aviation greenhouse gas emissions" to ICAO. This plan is being further reviewed and an updated plan will be provided to ICAO in due course.
India	- -	India prepared the State Action Plan in 2015 which is updated every three years. The Action plan is currently under review and the updated Action Plan will be finalized in year-end 2018. Updated data on measures initiated to reduce carbon emissions is being collected from all airports is being collected for the action plan. India will be participated in CORCIA from its mandatory phase i.e. from 2027 onwards.
Japan	a) b) c)	Japan updated and submitted the State's Action Plan in June, 2018. Japan attended regional events, such as ICAO Regional Seminar held in Brisbane, Australia in April 2018, where Japan served as one of the facilitators of the group exercise session to promote the understanding of CORSIA. Also, Japan has been preparing to contribute to the ICAO Assistance, Capacity-building and Training Programme on CORSIA. Japan participated the discussions at the UNFCCC and kept UNFCCC process informed of ICAO's efforts, reiterating that CO2 reduction measures for the international aviation sector should be continuously considered by the ICAO.
Malaysia	a) b) c)	Malaysia has developed the Malaysia State Action Plan and has submitted to ICAO on 16 September 2016. Malaysia is aware of the importance of CORSIA and its implementation and will use the platform of regional events to connect with Member States. In 2017, Malaysia has hosted the Asean Aviation Summit with the theme Global Sustainable Green Aviation emphasizing on CORSIA Implementation. Malaysia is agreeable to the proposal for ICAO to continue informing the UNFCCC on the work being undertaken by ICAO to address emissions form international civil aviation.
Myanmar		a) & b) Noted. c) Under process to inform ICAO.
Nepal	- -	Nepal has developed and submitted action plan pertaining to environment protection. Nepal is participating in the CORSIA workshops.

New Zealand	a) New Zealand submitted its Aviation Emissions Reduction Plan in September 2016. b) & c) Noted
Pakistan	Pakistan being ICAO member state acknowledges the recent developments within ICAO in the field of aviation and environment, including results of the 39th Session of the ICAO Assembly. Pakistan has taken the following steps in this regard: ➢ Pakistan has developed "Action Plan on CO_2 Emissions Reduction from Civil Aviation" and submitted to ICAO and also uploaded on ICAO APER web. The Plan includes baseline i.e. various measures adopted by Pakistan for reduction of Carbon emissions and future plan in which long term measures to be focused on Alternate fuels & Economic / Market based Measures. ➢ Ministry of Climate Change, Govt. of Pakistan coordinates with UNFCCC provides required information to address emission. A consultative workshop on "Carbon Pricing" was conducted by Ministry of Climate Change on 21st December, 2017 which was also participated by PCAA. ➢ PCAA fully supports the ICAO activities for the implementation of CORSIA. However, in view of limited flights i.e. 430 per day, which amounts to minimal contribution of CO2 emissions, it may be difficult to justify participation of Pakistan in pilot or first phase of GMBM.
Papua New Guinea	a) PNG is still developing its State Action plan and will submit this as soon as possible when it is completed. b) PNG has actively attended regional events as valuable opportunities to connect with other member States to establish regional dialogue on CORSIA. c) PNG has signed an MOU with the Climate Change Development Authority to continue our work and for CCDA to inform UNFCCC on the work being undertaken by ICAO.
Philippines	a) The Philippines submitted its action plan on C02 Emission Reduction to ICAO Environment Bureau dated 12 January 2018. b) Philippine representatives will attend the ICAO Regional / International Seminar on CORSIA. A letter regarding the voluntary participation of Philippines to CORSIA was approved by the Director General dated 17 April 2017. c) The Philippines will continue to inform the UNFCCC regarding the work being undertaken by CAAP to address emissions from international aviation.
Republic of Korea	- The ROK established the first "National Action Plan for Carbon Reduction for International Civil Aviation" in 2012, and has been submitting the analysis of its performance and updates to ICAO every three years. - The ROK is participating in UNFCCC every year and actively participating in the CORSIA regional cooperation as well.
Singapore	- Singapore has submitted its State Action Plan and updated it on a regular basis, while also pursuing the measures detailed in its State Action Plan. Singapore has also actively taken part in ICAO's regional events and facilitated dialogues on CORSIA. - Singapore is supportive of the ICAO position against the use of international aviation as a potential source for climate financing in a

	disproportionate manner and communicates this where appropriate in other UN fora as well.
Thailand	- During the 54th Conference of Directors General of Civil Aviation (DGCA), The Civil Aviation Authority of Thailand (CAAT) informed that Thailand is currently on updating process of Reduce Greenhouse Gases Emission Action Plan which aiming to submit to ICAO in 2018. Recently, Thailand has completed updated the draft version of Action Plan and will submit final version to ICAO by March, 2018. - After Thailand announced to participate in Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA) by 2021 (Pilot Phase), Thailand joined the regional events consistently starting from CORSIA meeting in April, 2017. Thailand also set up a meeting with neighbouring countries in ASEAN. The meeting was together with Civil Aviation Authority of Thailand, Directorate General of Civil Aviation Indonesia and Department of Civil Aviation Malaysia. The purpose of this meeting was to discuss and follow up on the preparation for the CORSIA and to initiate the cooperation among these three countries. - Office of Natural Resources and Environmental Policy and Planning (ONEP) is a focal point of the United Nations Framework Convention on Climate Change (UNFCCC) in Thailand regarding emission from international aviation through the National Climate Change in transport sector committee.
Viet Nam	a) In February 2017, Viet Nam submitted to ICAO an Action Plan to reduce Co2 Emission from Civil Aviation. Viet Nam is planning to update the Action Plan in 2019 and submit the updated document to ICAO in 2020. b) Viet Nam has communicated with some countries to provide assistance to Viet Nam such as Netherlands, UK, the United States of America in relation to the Co2 emission issue in their bilateral cooperation programmes. c) The Civil Aviation Authority of Viet Nam is actively taking part in a greenhouse emission verification Team of the UN Delegation to Viet Nam.

Action Item 54/17   *Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA)*

Recognizing the importance of Monitoring, Reporting and Verification (MRV) of CO_2 emissions from international aviation in order to ensure the steady implementation of CORSIA in line with the timeline as adopted at the 39th ICAO Assembly, the Conference encouraged States/ Administrations to:

a) *consider the steps and challenges in implementing the CORSIA; and*

b) *conduct early engagement with key Government and aviation industry stakeholders.*

Responses on Action Item 54/17

Australia	- Australia has a highly effective Government/Industry working group in place to discuss the implementation of CORSIA and other key issues related to it. Australia has also developed a CORSIA implementation plan which outlines the steps that will be taken in implementing CORSIA; identifies key risks in implementation; and outlines remedies for managing such risks.
Bangladesh	a) Focal Point for CORSIA has been nominated and communicated to ICAO. b) Noted
China	- Please see responses for Action Item 54/16.

Hong Kong, China	-	Hong Kong China will keep in view the development of the ICAO CORSIA SARPs which include the monitoring and reporting of CO2 emissions from the aviation sector, and the establishment of a MRV (Monitoring, Reporting and Verification) mechanism. The CAD of Hong Kong China will continue to liaise with local airlines and key government/ industry stakeholders to keep them informed of developments of CORSIA and encourage them to get prepared for the implementation of CORSIA in a timely manner.
Macao, China	-	Noted.
Fiji	-	Fiji recognizes the importance for the Monitoring, Reporting and Verification (MRV) of CO2 emissions from international aviation for the implementation of CORSIA in line with the timeline adopted at the 39th ICAO Assembly and supports Action 54/17 pertaining to this.
India	-	The first step to ensure steady implementation of CORSIA is to identify aeroplane operators engaged in international operations for starting MRV from 1st January 2019. Once identified, the challenge will be to monitor the annual carbon emissions from small operators with international operations who are around the threshold value of 10,000 tonnes in order to comply with the requirements of CORSIA. Many States are not aware of their respective nationally accredited verification body who can be engaged for verification of emission report of the aeroplane operators.
	-	Several meetings have been held with stakeholders. India plans to hold workshop on CORSIA for non-scheduled operators.
Japan	a)	Japan has been taking the necessary actions to consider the appropriate incorporation of CORSIA into the domestic rules.
	b)	Japan carried out briefing sessions for several times for stakeholders including airplane operators to assist their preparations for the implementation of CORSIA.
Malaysia	a)	Malaysia is supportive on the CORSIA Implementation and is seriously looking at the steps and challenges especially the importance of MRV. A delegation of Malaysia, headed by the Undersecretary of Ministry of Transport and also 2 officials from the CAAM and a representative from airlines has participated in the CORSIA Workshop held in Brisbane, Australia.
	b)	Malaysia has set up a Task Force for CORSIA and Environment Matters and is constantly engaging with key Government and aviation industry stakeholders on CORSIA implementation.
Myanmar	a)	Noted.
	b)	On-going.
Nepal	-	Although Nepal has not such activities in CORSIA, Nepal has considered the steps and challenges towards implementation of CORSIA.
	-	Nepal has carried out consultation with government and aviation industry stakeholders regarding the CORSIA implementation.
New Zealand	-	The New Zealand Ministry of Transport is actively leading work in this area as part of New Zealand's plan to join CORSIA from 2021.
Pakistan	-	PCAA fully supports the ICAO activities for the implementation of CORSIA and cognizant of the actions on formulation of necessary national policies and regulatory framework to be established for the compliance and enforcement of the scheme. Pakistan has also nominated its Focal Point for CORSIA and conveyed the same to ICAO.

Papua New Guinea	a) PNG has considered the steps and the challenges in implementing the CORSIA; and b) PNG is engaging with Key Government agencies dealing with climate change and the aviation industry through an international air transport climate change working group.
Philippines	a) The Philippines will consider the steps and challenges in implementing the CORSIA particularly the establishment of Monitoring, Reporting and Verification (MRV) of CO2 Emission from International Standard. b) The CAA Philippines and other aviation stakeholders will conduct a meeting regarding the implementation of CORSIA and the establishment of MRV system.
Republic of Korea	- The ROK has been sharing ICAO international standards and trend with relevant stakeholders including Ministry of Foreign Affairs, Ministry of Environment, 9 national airlines, Korea Transport Institute and Korea Transportation Safety Authority. - In preparation for the implementation of CORSIA in 2019, the ROK held a "Capability Building Workshop for CORSIA" from June 26 to 27, 2018, to train officials and establish cooperative relations between relevant agencies.
Singapore	- Singapore has started consultations with key Government and aviation industry stakeholders on CORSIA.
Thailand	- According to the preparation of CORSIA, CAAT has developed the framework of Monitoring, Reporting and Verification (MRV) system and provided capacity building to aircraft operators to make a clear understanding, acknowledge the process of fuel consumption reporting and MRV system and provide a training on Air Transport Statistics ICAO Form to familiarize operators with the preparation of form, reporting channels and report delivery schedules which are the basically process for CORSIA.
Viet Nam	a) The Civil Aviation Authority of Viet Nam considers MRV very important in the implementation of CORSIA. The CAAV, however, is facing many difficulties such as the lack of human resources; assistance from international organizations, experts and other States to establish MRV is needed; the airlines of Viet Nam do not take any active action to establish MRV, except for Vietnam Airlines. b) The CAAV has commented on the draft Annex 16, Volume IV. In addition, in 2019 the CAAV has planned to develop a Technical Guidance on CORSIA implementation, in accordance with the ICAO Resolution A39, Annex 16, Volume IV. Subsequently, other legal documents will be issued to oblige the airlines of Viet Nam to observe the ICAO requirements.

Action Item 54/18   *Use of Sustainable Alternative Fuels for International Aviation*

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:

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*

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*

Responses on Action Item 54/18

Australia	- Australia continues to proactively participate in the ICAO Alternate Fuels Task Force and share its views on the regulatory settings we believe are necessary to ensure the efficient and effective development of sustainable aviation fuels. - Australia attended and was a key contributor to discussions at the ICAO Conference on Aviation and Alternative Fuels in October 2017.
Bangladesh	a) Noted b) Noted
China	- Please see responses for Action Item 54/16.
Hong Kong, China	- Hong Kong China will keep in view of ICAO's guidelines on the operational standards and practices for introducing Sustainable Alternative Fuels (SAF).
Macao, China	- Noted.
Fiji	- Fiji fully supports the initiatives being taken towards the development of sustainable fuels for international aviation and Action 54/18 pertaining to this.
India	- Recently a demonstration test was carried out on a Bombardier Q400 aircraft fitted with P&W 150A engine with drop-in sustainable alternative fuel (biofuel) derived from Jatropha seeds. A technology has been developed using a single-step catalytic process for conversion of plant based non-edible, waste, low cost oils to produce drop-in biofuel for aviation purposes. This fuel has been found to meet all specifications as per ASTM D 1655 and ASTM D7566 for Jet A-1 fuel and was blended with ATF in 25:75 ratio (fuel: ATD) in one engine only.
Japan	a) Noted. b) Japan worked for the development of alternative fuels with domestic experts and made a presentation on the insights gained from such works at CAAF2 in October 2017.
Malaysia	a) Malaysia is supportive of the proposal. b) Due to lack of budget, Malaysia did not send a representative in the ICAO Conference on Aviation and Alternative Fuels in Montréal in October 2017.
Myanmar	a) & b) Noted.
Nepal	- Noted.

New Zealand	- Noted.
Pakistan	- SAF is a new concept for Pakistan and no prior research & development work has been carried out by the State on the subject. PCAA, being the regulatory body, has not received any expression of interest on the use of alternative fuels from the local fuel suppliers or operators. Moreover, no regulatory requirements/ bindings have been set out by ICAO as yet regarding development and certification of SAF. - SAF are designed in such a way that it does not require any change in aircraft or infrastructure and can be used without any modifications on modern engines. Comprehensive policies to incentivize the use of SAF have to be developed at State level to acknowledge the essence of the subject. - SAF being a relatively new area of research, still requires rigorous research and development to guarantee robust sustainability criteria with tested results on CO_2 emission reduction. To facilitate the States, ICAO may set up a platform to enhance the sharing of knowledge and expertise amongst states and all stakeholders to ensure capacity building of the personnel involved in the process of development and certification of SAF.
Papua New Guinea	a) PNG supports this action to be taken by ICAO; and b) PNG does not have any experiences to share on this matter.
Philippines	a) The CAA Philippines will coordinate with CAA Singapore regarding the consideration taken in the use of Sustainable Alternative Fuel for Aviation (SAF) in Singapore. b) The Philippines will consider all the concerns and experiences of other Member States in the development and deployment of SAF.
Republic of Korea	- Korean Air B777 passenger plane has an experience of flying with alternative fuel on the route from Chicago to Incheon (November 2017). - The ROK is taking a proactive approach on SAF; A relevant R&D is being conducted by Korea Research Institute on Climate Change throughout this year.
Singapore	- Singapore has shared its experience and views on the use of Sustainable Alternative Fuels for International Aviation at various appropriate forums, including the 2nd ICAO Conference on Aviation and Alternative Fuels (CAAF/2) in October 2017.
Thailand	- The Sustainable Alternative Fuels has not yet established in Thailand. However, it is under the consideration of developing the policy and implementation plan.
United States	–
Viet Nam	- Viet Nam takes note of this action item relating to the use of Sustainable Alternative Fuels for Aviation (SAF).

AGENDA ITEM 6: TECHNICAL AND REGIONAL COOPERATION

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.*

Responses on Action Item 54/19

Australia	- Aeronautical Information Management (AIM) is regulated in Australia in Part 175 of the Civil Aviation Safety Regulations (CASR). Australia's Air Navigation Service Provider, Airservices Australia, has an approval as the AIS provider and conducts entry control every three (3) years along with regular surveillance. - Australia attends the APAC AIS-AIIM Implementation Task Force.
Bangladesh	a) Endorsed b) Noted
China	- China started the construction of AIM center in 2017 aiming at accelerating the progress of transition from AIS to AIM for CAAC. The AIM center of CAAC is being built on progress.
Hong Kong, China	- Hong Kong China is committed to implementing AIM, including strengthening support and resources in the transition to AIM. Since Q1 2018, additional resources with IT experience/background have been provided to strengthen the workforce to expedite the AIS-AIM transition. Hong Kong CAD would continue its efforts to participate in the ICAO AAITF meetings and collaborate with APAC states in ensuring harmonized AIS-AIM transition.
Macao, China	- Noted. CAA of Macao, China will continue to put effort on the AIS-AIM transition and AIM implementation.
Fiji	- Fiji fully supports the implementation of AIM and Action 54/19 pertaining to this.
India	a) Necessary organizational direction, support and resources are available to AIS. India's AIS to AIM transition plan is under preparation and the resources required for completing the transition will be identified.
Japan	a) Japan is properly responding. b) Japan agrees.
Malaysia	a) Works on AIM to achieved ASBU Block O ongoing- ETOD. b) Works on going to enhanced AIM to 100% digitalized.
Myanmar	a) Myanmar has already completed AIS to AIM implementation. b) Noted.
Nepal	- Civil Aviation Authority of Nepal (CAAN) is in the initial process of phase-wise implementation of AIS to AIM transition and will provide continuous support and resources for necessary strengthen of the AIS capability and transition to AIM.
New Zealand	a) New Zealand has implemented this. b) New Zealand's procedure design organisation, Aeropath, is active in this area.
Pakistan	a) The AIM capability has been adequately developed and strengthened with required resources. PCAA has already taken steps for enhancing establishment for AIM, allocation of resources / funds for AIM training programs and procurement of eTOD suite of AIM.

	• Transition from Aeronautical Information Service (AIS) to Aeronautical Information Management (AIM) was started in 2015 which comprises of three phases. • Phase-1 has successfully been completed. • Work on Phase-2 & 3 is in progress simultaneously. Phase-2 has progressed up to 70 %, whereas, Phase-3 up to 60 %. The remaining components of both the phases will be completed by December, 2018. • Full transition to AIM requires implementation of different elements. These elements are entirely latest and implementation of these requires full understanding to achieve the desired objectives. b) PCAA strongly supports collaboration among the States in the field of AIM in the form of seminars, training programs etc.
Papua New Guinea	a) PNG is including in its civil aviation rules the requirement for implementation of AIM. The legislative basis will enable the necessary strengthening of our AIS capability and transitioning to AIM in our ATM modernisation program. b) The need for collaboration is noted.
Philippines	- The CAAP is migrating to the new AISS system. The transition from AIS to AIM will be implemented in the ATM Center, as some of the elements will be completed after the transfer. Target date of implementation - 4th Quarter 2018.
Republic of Korea	- The ROK has implemented the AIM transition plan as planned and has been working to strengthen AIS capability.
Singapore	- Singapore has allocated the necessary resources to strengthen capability in AIS and transition to AIM. Singapore supports the need for collaboration among APAC States for AIM implementation and actively shares information and experiences on AIM transition at various forums.
Thailand	- Thailand is aware of the importance of collaboration between APAC countries as a successful tool in implementing Aeronautical Information Management (AIM). The issue is addressed in the National AIM Policy stating that the organizations need to contribute, collaborate and supply in all AIM aspects in order to enhance Thailand's AIS capability and the transition to AIM. - Moreover, Thailand has registered on the Asia/Pacific Region AIM Information Sharing Website at http://aim-tracking.org/ and provided point of contact and other information needed for the purpose of sharing experience and knowledge of challenges and issues in AIM implementation among APAC countries.
Viet Nam	- The CAAV set up AIM transition plan and developed guidance, has instructed ANSP to ensure this implementation in all areas (organization, finance, equipment/data link/data base, personal resources). ANSP has enhanced its capability for transiting AIM Plan.

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 ASNP, to optimize each individual cost benefit analysis, and note that failing this, pessimistic assumptions might threaten the roll-out of CRV initiative.

Responses on Action Item 54/20

Australia	Australia supports the implementation of the APAC Common Regional Virtual Private Network (CRV) and has worked with ICAO to implement it. a) Australia notes this action item. b) Airservices Australia is working with neighbouring Air Navigation Service Providers (ANSPs) to work towards ensuring that each of them joins the CRV.
Bangladesh	a) Noted b) The Target for CRV implementation is set as 2020.
China	- China, as the initiator of the general virtual private network in the Asia Pacific region and a participant in the construction of the first phase, is very supportive of the construction and use of virtual private networks and is willing to work with Administrations in the Asia Pacific region to carry out the exchange of aeronautical data and information through the CRV network as soon as possible. - Currently, according to the overall work implementation plan, China has established business relocation plans with the neighbouring countries and regions such as India, Thailand, Japan, Republic of Korea and Hong Kong China and will gradually increase the application of CRV networks with the help of network service providers. We welcome neighbouring countries and regions to CRV networks to interconnect with China.
Hong Kong, China	- Further to the technical trials of CRV between Hong Kong China and Thailand in Nov 2017 to successfully prove that the CRV had been operationally ready, Hong Kong China has lined up with the Philippines to expedite implementation of CRV with an aim to improving operational efficiency of the existing services. Cybersecurity and safety issues would be taken into consideration during the CRV implementation. It is confident that Hong Kong China will be able to meet the target for CRV implementation by 2020.
Macao, China	- Noted. CAA of Macao, China will keep communicating with the relevant stakeholders on the cost benefit analysis. At the meantime, beside the peer-to-peer basis services, CAA of Macao, China will look forward to the availability of SWIM based subscription/distribution applications to be run on the CRV.
Fiji	- Fiji fully supports the implementation of CRV and Action 54/20 pertaining to this.

India	a) Noted
	b) The air navigation service provider (Airports Authority of India) is in process of executing a contract with M/s PCCW in the last quarter of 2018 for CRV (Common Regional Virtual Private Network) with the service readiness in first quarter of 2019 with BBIS states first and with BIS states subsequently.
Japan	a) No specific comment on item a) from Japan.
	b) Japan is properly responding.
Malaysia	a) -
	b) Malaysia as Pioneer states in CRV Task force will continue to support and hence participate in CRV network.
Myanmar	a) Noted.
	b) Myanmar will plan to implement the CRV network with neighbouring FIRs for using the DSC and AFTN circuit in 2019.
	In doing so, neighbouring FIRs should have an interest in implementing CRV connection with Yangon FIR.
Nepal	a) Not yet implemented in Nepal
	b) Necessary steps will be taken to set and monitor 2020 as the target for CRV implementation.
New Zealand	- Noted. New Zealand's Airways Corporation is actively working in this area.
Pakistan	- PCAA principally agrees for CRV implementation. However, more importantly, ICAO may arrange a regional meeting of those neighbouring countries with whom Pakistan has AFTN/AMHS connectivity for their agreement on transition of interconnectivity via common service provider appointed by ICAO.
Papua New Guinea	a) PNG notes this action and the Government has enacted legislation on cybersecurity to enforce that will assist in meeting our obligations while implementing CRV; and
	b) PNG notes the 2020 target for CRV implementation for all ANSP.
Philippines	- The CAAP fully supports the subscription of the Philippines to the Asia Pacific Common Regional Virtual Private Network (CRV).
	- The Master Service Agreement between the Philippines and the PCCW GLOBAL was signed March 22, 2018. The initial connection (voice circuit) will be Hong Kong and the target date of implementation is June 2018 plan to implement CRY by first quarter of 2018. The target date for data connection will be on the last quarter of 2018. The Philippines is the second State in the region to have signed up with PCCW-GLOBAL. ICAO encourages other States to follow.
	- Once the CRV framework has been implemented, a safety assessment on the potential operational hazards resulting from the CRV implementation will be conducted by the ATS and ANS and the corresponding mitigation measures (if any) should be implemented as soon as practicable.
Republic of Korea	- As for the CRV establishment in APAC region, the ROK has participated in the Task Force from its early stage as a leading country and has been participating in the Operation Group since December 2016.
	- The ROK aims to complete the establishment by the end of 2019, which will involve discussions on CRV applied services and review on arrangements such as the form of communication network.

	-	The ROK commits to continue to engage in international consultations and CRV-OG for the establishment of CRV between Korea and China, and Korea and Japan.
Singapore	-	Singapore is supportive of CRV implementation for all ANSPs by 2020 and has indicated its interest to join the CRV by 2018. Singapore is an active and contributing member of the CRV Operations Group which provides oversight of the function and performance of the CRV and the performance of the Service Provider.
Thailand	- -	Thailand and Hong Kong have conducted a joint and successful technical trial for exchange ATS messages in November 2017. However, Voice and surveillance message exchange were not part of the trial. There are limitations on different server client architectures and accuracy in reported traffic figures. Therefore, the Quality of Service (QOS) tests were investigated and conducted with CRV provider. Future Plan: Both Thailand and Hong Kong will commence its CRV planning with detailed review of its operational needs, engineering changes to relevant system/network settings including cyber security review and safety risks assessment. The ANSP by Aeronautical Radio of Thailand (AEROTHAI) will implement the contract with the PCCW Global, as the CRV provider, in the second quarter of 2018 and the service readiness in the fourth quarter of 2018.
Viet Nam	a) b)	The CAAV has noted that common arrangements on cyber security and safety issues have been taken that will help ICAO Member States to meet their obligations while implementing CRV. The CAAV set up plan and monitor 2020 as the target for CRV implementation for all ASNP to optimize each individual cost benefit analysis and ensure safety in respect of CRV initiative.

Action Item 54/21 *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:*

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;*

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;*

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*

d) *Urged ICAO to continue APAC CAT assistance missions through 2019.*

Responses on Action Item 54/21

Australia	- Australia has responded positively to ICAO's request for subject matter experts to participate in ICAO Combined Action Team (CAT) Missions and have participated in four CAT Missions since 2016. Australia looks forward to participating in further CAT Missions as resourcing allows. Australia acknowledges that CAT Missions have facilitated positive results by positively impacting the USOAP EI scores of States in receipt of CAT Mission assistance and urges ICAO to continue the initiative.
Bangladesh	a) Bangladesh is providing in its contributions by releasing SMEs for planned CAT missions in a regular basis. b) Before ICVM, Bangladesh received two CAT missions and report the progress to the APAC Regional Office. c) Noted d) Noted
China	- China has designated and will continue to provide expert(s) to participate into CAT missions. Furthermore, China has contributed to the ICAO SAFE Fund in recent years.
Hong Kong, China	- Hong Kong China has nominated 3 Subject Matter Experts (SMEs) on SSP/SMS, CMA and airworthiness to ICAO APAC CAT Mission Programme in Sep 2016. One of the SME was released to participate in a CAT Mission for Tonga in Dec 2016. Hong Kong China will continue to support the Programme.
Macao, China	- CAA of Macao, China supports these initiatives. CAA of Macao, China will provide in-kind contributions when possible.
Fiji	- Fiji fully supports the ICAO APAC CAT missions, having been fortunate enough to have been a recipient member State of these missions and fully supports Action 54/21 pertaining to this.
India	- India supports ICAO APAC CAT Missions.
Malaysia	a) & b) & c) - nil d) Malaysia is supportive of the initiative.

Myanmar	a) Noted. b) In progress. c) & d) Noted.
Nepal	- Noted
New Zealand	a) New Zealand has completed this action. b) This is not applicable to New Zealand. c) New Zealand does not contribute to this fund. d) Noted.
Pakistan	- Pakistan supports continuation of ICAO APAC CAT Mission.
Papua New Guinea	a) PNG supports the NCLB initiative through the CAT missions b) PNG is appreciative of the APAC CAT mission assistance and is consistently working on the guidance provided and implementing the recommendations contained in the mission report. Reports of the progress were submitted to APAC Regional Office c) PNG supports this action d) PNG supports this action as it assists States in their preparation for the USOAP AUDIT or ICVM.
Philippines	- The Philippines support the continuation of the ICAO APAC CAT Mission Program. - The Philippines through CAAP has benefited from the ICAO APAC CAT Mission conducted in September 2016 prior to the ICVM conducted in May 30 - June 8, 2017. The Audit Area Heads used the recommendations provided in the report to prepare for the ICVM.
Republic of Korea	- The ROK has been actively supporting NCLB initiative, making contribution to SAFE Fund since 2011.
Singapore	- Singapore has contributed 7 subject matter experts (SMEs) to the ICAO APAC CAT Mission programme. Singapore has supported 9 CAT Missions to date, and will continue to support future CAT Missions. Singapore contributes in-kind to CAT Missions by contributing SMEs in the areas of PEL, OPS, AIR, AIG and AGA.

*AGENDA ITEM 7.1: SESSION ON AIR NAVIGATION (AN) SAFETY
AND EFFICIENCY ISSUES*

Action Item 54/22   *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.

Responses on Action Item 54/22

Australia	- The Australian Government, through the Minister for Infrastructure, Transport and Regional Development, sets the overall aviation policy direction in Australia. Several major joint civil and military aviation initiatives have been instituted by Airservices Australia and Defence since 2009, including: • developing and implementing a national, harmonised civil-military ATM system, • enabling economies of scale for the upgrades and refurbishment of civil and military ATM infrastructure; • facilitating a national approach to skills accreditation and training, including a national curriculum for air traffic controllers, and • giving effect to further flexible use airspace proposals which will build on initiatives by Defence which reduced the number of twenty-four-hour restricted areas from 81 to 15 in 2009. - The policies instituted since 2009 have matured and have realised further initiatives, deliverables, and cooperative structures. - Civil/Military ATM Cooperation (CMAC) is embedded across the aviation sector in Australia. At the highest-level Australia's SSP recognises the importance for all stakeholders involved in aviation to work closely and cooperatively to identify safety risks thereby ensuring the most appropriate practices and technologies are adopted to address and reduce risks. - Implementation of the SSP is monitored by an Australian Government inter-agency group which brings together the heads of the Department of Infrastructure, Regional Development and Cities (the Department), CASA, Airservices Australia (Airservices) and the Chief of Air Force on behalf of the Department of Defence (Defence). The group is chaired by the Secretary of the Department, which is the Department of State for aviation in Australia. - The SSP is supported by the establishment of an Australian Air Traffic Management (ATM) Plan.
Bangladesh	- Bangladesh endorses ICAO's initiatives in promoting Civil/Military Cooperation and conduction of civil/ military seminars/workshop.
China	- China has been attaching great importance to civil aviation safety and efficiency, and also emphasizes the influence of civil/military cooperation

		of safety and efficiency. In 2017, China established its central civil/military combined development committee, which has organized several seminars on current situations and combined development of civil/military cooperation. China is now promoting the studies and developing the schemes on the strategies and policies of combined development of civil/military cooperation in civil aviation.
Hong Kong, China	-	Hong Kong China maintains close collaboration with the military entity. A dedicated telephone line is available to ensure timely civil/military communications.
Macao, China	-	Noted.
Fiji	-	Fiji fully supports Civil/Military cooperation and Action 54/22 pertaining to this.
India	a)	India has started implementing Flexible Use of Airspace (FUA) in 2013.
	b)	National High Level Airspace Policy Body (NHLAPB) has been constituted as a joint civil-military forum to discuss airspace-related matters and ensure quick solution. India is expected to establish Airspace Management Cells (AMC), which is a joint civil-military unit, responsible for pre-tactical and tactical allocation of temporary airspace structures like TSA, TRA and CDR.
	c)	India hosted the ICAO Asia Pacific ICAO Civil Military Conference in 2016 at New Delhi. Indian experts have been invited as speakers in the IATA-ICAO workshops in Beijing, Indonesia, Bangkok. India was identified as a champion state in civil military ATM cooperation and shared their experiences in the 54th DGCA Conference in Mongolia in 2017.
Japan	-	Based on the concept of FUA, Japan is operating TRA (Temporary Reserved Airspace) which has no limitation on users whether military or civil.
Malaysia	a)	A taskforce is in place between ANSP and military at technical and management level which meets twice a year.
	b)	Several meeting held each year with airspace users to get consultation.
	c)	A workshop Civil Military conducted at Malaysia Aviation Academy (MAVA) last year 2017.
Myanmar	a) b) & c) Noted.	
Nepal	-	Noted.
New Zealand	-	This is not an issue for New Zealand.
Pakistan	a)	Pakistan recognizes the importance of support for civil aircraft operations and making efforts to develop balance between civil and military requirements. A high level civil - military coordination forum is being established to enhance the coordination level;
	b)	Appropriate consultation is made with airspace users and neighbouring States whenever any requirement for special use of airspace arises;
	c)	Pakistan supports the civil / military seminars / workshops for better understanding. One such seminar is being planned in the month of November 2018.
Papua New Guinea	a)	PNG supports the whole-of government approach on this issue and has commence consultation with our military on this subject

	b) Consultations with airspace users commence including neighbouring States c) PNG supports the civil/military seminars/workshops
Philippines	- CAAP and military authorities are currently undergoing a centralized civil-military coordinating activities with regard to the use of airspace for military activities and to formulate common procedures supporting efficient integration of civil-military aviation operations.
Republic of Korea	- For the balanced approach for aviation safety and policy between civil and military, the ROK has 'the Airspace Committee' which is composed of multi government ministries, agencies, experts for the cooperation and direction of national aviation policy, 'Aviation Policy Coordination Committee' with Air Force, numbers of working level meeting and TFs, holds numbers of seminars and workshops.
Singapore	- Singapore recognises the importance of strong civil/military cooperation to enhance the safety and efficiency of our airspace. CAAS and the Republic of Singapore Air Force (RSAF) have established a MOU on airspace and ATM arrangements. A Steering Committee between CAAS and RSAF co-chaired by the respective heads of organisation and other consultation mechanisms are in place to coordinate civil/military activities. - Singapore has implemented FUA and jointly developed ATC procedures for Changi and Paya Lebar Airports. - Singapore is supportive of, and will continue to actively participate in ICAO civil/military seminars and workshops.
Thailand	- Thailand has issued Airspace Policy to provide the guidance for airspace and air navigation development and supporting the civil/military cooperation activity. Moreover, Thailand plans to establish the FUA manual and regulations for implementing the airspace management cell (Thai CMAC). For AEROTHAI recently has been cooperating with military as PDCMAC and participated in Civil/Military ATM cooperation workshop in November 2017 to update any information for implementing.
United States	- The United States was not included in the breakout sessions. As a Pacific Nation, and a long-standing member of the Directors General of Civil Aviation Conference, the United States has a long history of collaborating with our partners in the region on civil-military cooperation, security and runway safety. - The United States stands ready to continue working together with our partners in Asia Pacific and to sharing our lessons learned on safety, security and military coordination in an integrated ATFM system, as well as in identifying and mitigating runway safety hazards and risks.
Viet Nam	a) Vietnam has enhanced civil/military cooperation efforts with approach to recognizing that supporting civil aviation was consistent with the military mission to defend the nation; b) The CAAV is closely with relevant military authorities in order to have appropriate consultation with airspace users and neighbouring States. c) The CAAV strongly supports for civil/military seminars/workshops as well as invite relevant military authorities to participate in these events.

AGENDA ITEM 7.2: SESSION ON AVIATION SAFETY ISSUE

Action Item 54/23 **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.

Responses on Action Item 54/23

Australia	- Australia acknowledges the challenges associated with Runway Safety, considers it to be one of the highest priorities and continues working with the aviation industry to improve runway safety. Australia's air navigation service provider, Airservices Australia, was instrumental in re-establishing the National Runway Safety Enhancement Group. a) Australia has implemented a runway safety program, including the establishment of a Runway Safety Group. Further information is available on Airservices Australia's website. b) Airservices Australia has supported and participates in the Local Runway Safety Teams (LRSTs) at all towered locations. c) Australia notes this action item.
Bangladesh	- Bangladesh recognizes that Runway Excursion (RE) is one of the top accident categories from 2006–2016 and has such established runway safety programme at all International airports in Bangladesh.
China	a) CAAC has established runway safety leadership team to meet the challenges of runway safety. b) Most of international airports in China have established RST and developed the working system. By far, China has in total 48 international civil transport airports, and RST has been established and remain effective at each of these international airports. c) CAAC will report the progress of constitution of RST and its functioning at all international airports in China to the 55th DGCA Conference.
Hong Kong, China	- A Runway Safety Team has been established in Hong Kong China with members from the aerodrome operator, ANSP, regulator and airline operators. The major task is to undertake hazard identification, risk assessment and formulate safety measures to prevent incidents/ accidents. The team meets regularly to review runway safety issues. - Hong Kong China will report the progress of constitution of RST and its functioning at the HKIA to the 55th DGCA Conference.
Macao, China	- Macao, China has implemented the Runway Safety Programme and the Runway Safety Team has been established for Macau International Airport composing personnel from various areas in airport operations.

Fiji	- Fiji fully supports the establishment of a runway safety program and runway safety teams at its international airports and is working on having these established before the end of 2018.
India	- India has laid down regulations for the establishment of runway safety programme. The programme requires the collaboration of air traffic controllers, pilots, vehicle drivers and aerodromes management and is applicable to aerodromes operators, air traffic service provider, airlines/ aircraft operators and those having direct bearing on runway operations. The Aerodrome operator is responsible for establishment of the runway safety team at his licensed aerodrome. Accordingly all licensed aerodromes in India have a runway safety programme in place.

Indonesia	1) According to the annual safety report from 2006 to 2016 then the events of the runway accident has been categorized as a high, such as runway excursion;
	
	 2) Regarding the runway safety, the runway occurance is also important to be our attention, namely runway incursion where from several records have occurred in some aerodrome in Indonesia, although not causing human casualties but causing damage to the aircraft involved. That is why the importance of safety on the runway (runway safety);
	
	 3) Noting that with the establishment of Perum LPPNPI (Indonesia ANSP) the operation of aerodrome in an airport need to be clarified duties and responsibilities considering that aerodorme physically belongs to the aerodrome operator, thus in accordance with the action item 54/23 it is immediately implemented:
	     a. establish runway safety programme;
	     b. ensure the establishment and effectiveness of a Runway Safety Team (RST) at every international aerodrome in Indonesia;
	
	 4) The need of the RST is set up through the Indonesia PKPS 139 – Bandar Udara on 139.079;
	
	 5) Refer to those information then suggested to Perum LPPNPI (Indonesia ANSP) together with airport operators immediately establish Runway Safety Team and can significantly reported at 55th DGCA meeting.

Japan	- Japan will advance coordination with stakeholder to establish runway safety programme and RST based on ICAO documents.
Malaysia	a) MAHB as airport operator has initiated RST programs throughout all airports in Malaysia. There is even a National Runway Safety committee which CAAM from ASD and STU do attend. b) At KLIA, 4 times a year the RST meetings are held. Similar meetings are held in other international airports with varying frequencies. c) MAHB can assist in compilation of all airports activity and submit to CAAM.
Myanmar	a) Noted b) Implemented c) Noted.
Nepal	- Runway safety team has been developed and efforts are underway to make it effective.
New Zealand	- New Zealand has not specifically established a runway safety programme or ensured the establishment of a RST at International Airports, but it is an expectation that aerodrome operators include appropriate mitigations in Safety Management Systems. Also, runway excursion has been included as one of the Civil Aviation Authority's Safety and Security Focus Area.

Pakistan	- To ensue runway safety, Pakistan Civil Aviation Authority (PCAA) has legal frame work restricting unauthorized person and vehicles' access to runway. - PCAA has taken necessary steps to implement measures for enhancing runway safety. In this regard, Runway Safety Teams have been constituted at all major airports in 2013. The teams conduct their meetings on quarterly basis to discuss and address the issues. Air Traffic Controller Training is also being conducted to provide awareness on requirements and benefits of stabilized approach, thus reducing runway excursions due to ATC actions.
Papua New Guinea	a) PNG had legislated for the establishment of runway safety programme. It will ensure that this rule requirement is implemented by the aerodrome operator. b) PNG supports the action and will ensure this happens at international airport. c) PNG will report the progress at the 55th DGCA Conference.
Philippines	- The Philippines has a State Runway Safety Program and it is a component of the State Safety Program for the Philippine Civil Aviation. Most of the international airports have registered their respective Runway Safety Team to the ICAO Website.
Republic of Korea	- The Runway Safety Program was established and has been in effect since 2012 in the ROK. In addition, the Runway Safety Team is also in place at 8 domestic and 8 international airports.
Singapore	- Singapore recognises the importance of Runway Safety Teams (RSTs) and has established them at all aerodromes used for international commercial operations. - Singapore takes a multi-pronged, collaborative approach in managing runway safety, given that the issues are wide-ranging from individual proficiency to organisational polices to regulatory oversight, and often involve multiple stakeholders. - Singapore will provide its updates to the progress report for DGCA/55.
Thailand	- Thailand takes the runway safety occurrences into account by establishing Runway Safety Team (RST) in both international and domestic airports in order to ensure that their Runway Safety Programmes are complied with regulations.
United States	- The United States was not included in the breakout sessions. As a Pacific Nation, and a long-standing member of the Directors General of Civil Aviation Conference, the United States has a long history of collaborating with our partners in the region on civil-military cooperation, security and runway safety. - The United States stands ready to continue working together with our partners in Asia Pacific and to sharing our lessons learned on safety, security and military coordination in an integrated ATFM system, as well as in identifying and mitigating runway safety hazards and risks.
Viet Nam	- Viet Nam has submitted a separate IP on Runway Safety under the Agenda Item 3.

AGENDA ITEM 7.3: SESSION ON AVIATION SECURITY &
FACILITATION (AS&FL) ISSUES

Action Item 53/24   *Issue No. 3: Resolution of Aviation Security Deficiencies*

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 :

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 national
   policies;

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

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.

Responses on Action Item 54/24

Australia	- Australia has robust aviation security arrangements in place, which are continuously reviewed and updated to respond to changes in the threat environment. Under Australia's comprehensive legislative foundation, the Department of Home Affairs is the appropriate authority for aviation security, administers the Aviation Transport Security Act 2004 (ATSA) and advises Government on aviation security policy and practice. - The Department is legally empowered to carry out compliance activities and to exercise enforcement powers, so it can ensure compliance with aviation security legislation, monitor the effectiveness of aviation security measures and ensure that corrective actions rectify identified deficiencies. The Regulatory Management System is the primary data management system which has been established by the Department for managing compliance information.
Bangladesh	- Bangladesh has noted that the CE8–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. - Following actions been taken to by CAA Bangladesh which implies the Conference recommended: a) The Civil Aviation Act 2017 sufficiently empowered the appropriate authority to establish an effective and strong oversight and enforcement mechanism to ensure compliance with national aviation security polices; b) The Chairman, CAA Bangladesh is the appropriate authority for aviation security in Bangladesh. A dedicated Aviation Security (AVSEC) Division has been established to carry aviation security oversight and enforcement functions. The AVSEC Division is headed

	by Member (Security). A pool of qualified National AVSEC Inspectors are working under him; and
	c) A comprehensive Aviation Security Quality Control Programme has been established and a scheduled and non-scheduled quality control activities are ongoing to identify aviation security deficiencies on regular basis.
	- Presently CAAB AVSEC Division has developed as Microsoft Excel based database to actively manage, track and record the quality control activities with deficiencies identified together with corrective action plans. CAAB AVSEC Division has planned to establish dedicated software to replace the interim Excel based database.
China	Major Aviation Security Oversight Methods in China:
	I. Security audit: China amended and published the National Civil Aviation Security Audit Rules and the Guiding Manual for National Civil Aviation Security Audit in 2012, and amended and published the Checklist for National Civil Aviation Security Audit in 2014, categorizing audited objects into civil air transport airports and public air transport enterprise, as a resulted explored and managed to establish China's airlines auditing system. By the end of 2016, CAAC has finished first-round and follow-up security audit of all airports nationwide, and completed second-round audit of 66 airports and 1 airline in 2016. It is expected that CAAC will finish security audit of 45 airports and 3 airlines this year.
	II. Security inspection: To ensure effectiveness of security measures and procedures, according to aviation security laws, regulations, rules and other regulatory documents, civil aviation security oversight authorities carry out regular inspection of single or multiple aspects of the implementation of security measures and procedures of airports and public air transport enterprises in accordance with Civil Aviation Security Administrative Checklist. Checklist for airports covers 242 check items and checklist for airlines covers 211 check items. Aviation security inspection is the most frequently used supervision method by CAAC.
	III. Security tests: On March 2008, CAAC issued the Interim Provisions on Civil Aviation Security Tests, which specified the details of security inspection personnel qualification, aviation security facility tests and aviation security measures and procedures. Through security tests, CAAC can be timely informed of the effectiveness of aviation security measures, procedures and facilities of airports and public air transport enterprises. The Provisions are currently undergoing amendment.
	IV. Security exercise: CAAC organizes and carries out national-level aviation security exercise as appropriate based on aviation security situations, to test emergency response capabilities of units engaged in aviation security including airports and public air transport enterprises, and to assess the effectiveness of emergency security measures.
	V. Security survey: Security survey refers to an overall evaluation by CAAC security oversight authorities of national or regional aviation security performance, or a systemic assessment of local security situation and aviation security capabilities of local airports and public air transport enterprises before a new airport to be established or new route launched. The main goal of security survey is to determine the possibility for certain region, airport or airlines to encounter unlawful interference.

Hong Kong, China	For Hong Kong China:
	a) The Aviation Security Ordinance (ASO) was enacted in Hong Kong for the prevention and suppression of acts violence against civil aviation transport and for connected purposes. As empowered under the ASO, an Aviation Security Authority is appointed to develop, maintain and implement the Hong Kong Aviation Security Programme (HKASP), which provides guidelines and standards on aviation security. CAD of Hong Kong China is the executive agent of ASA in ensuring the compliance of the HKASP by various aviation security stakeholders, inter alia, airport operators, aircraft operators, aviation security service providers, regulated agents and aviation support services operators. The Security Section conducts audits and inspections to monitor implementation of aviation security measures by various aviation security stakeholders.
	b) An appropriate provision of finances and human resources was available to CAD of Hong Kong China for conducting the required AVSEC quality control activities and to ensure that the requirements in the AVSEC legislation, regulation and HKASP were effectively implemented. The manpower resource requirement would be reviewed from time to time to ensure that the requirements in the AVSEC legislation, regulation and HKASP are effectively implemented.
	c) A full record of all the quality control activities and deficiencies together with correction action plans is kept in APSD's Quality Control Database, Unruly Passenger Database and Regulated Agent Database, for monitoring and review with a view to identifying any trend.
Macao, China	- Noted. Agreed and relevant Macao, China aviation legislatives are under review. National appropriate authority was established and documented in the Macao, China MCASP and relevant regulations. A quality control database was in place.
Fiji	a) Fiji recognizes and supports the importance of the Appropriate Authority (AA) and has provisions in the Civil Aviation (Security) Regulations 2006 which establishes the NCASP, NCASQCP and NCASTP (key functions performed by the AA) – Regulation 3A (3), (4), (5), 3B (2) and 3C (2) for the AA. The Minister responsible for Civil Aviation has delegated the Civil Aviation Authority of Fiji (CAAF) to be the AA for aviation security in all matters pertaining to ICAO Annex 17 and the security provisions of Annex 9. Furthermore, Regulation 3D empowers the AA to make standards in accordance with the requirements of ICAO. These requirements are binding on the aviation industry. The existing legislation can further be developed to strengthen the AA especially adequate graded enforcement mechanisms.
	b) The AA is delegated from the Minister responsible for Civil Aviation to the Civil Aviation Authority of Fiji. CAAF has Improvement, Infringement and Administrative Notices which it can use as part of its enforcement mechanism. CAAF can also issue Aviation Security Direction for compliance pursuant to Section 14 of the Civil Aviation Authority CAP 174 and has an Enforcement Committee that presides over (serious) enforcement matters/breaches. The challenge however is, enforcement is subject to conviction before the AA can take the operator or the individual to task. The CAAF will need to determine and establish a table of fines to correspond with the different types of breaches.
	c) The Aviation Quality Database is used to enter audit/inspection/test corrective action plans, track pending audit, inspection and test findings and close them accordingly. The outcome/results of audits, inspections, tests, investigations and surveys are also captured in hard copy on file. Each inspector is responsible for oversight of pending findings until closure. The

	pending findings are monitored on the inspector and the department's dashboard.
India	India has a robust Legislative foundation to ensure effectiveness of Bureau of Civil Aviation Security, the authority entrusted with aviation security through: 　1.　The Aircraft Act, 1934 　2.　The Tokyo Convention Act, 1975 　3.　The Anti Hijacking Act 2016 　4.　The Suppression of Unlawful Act Against Safety of Civil Aviation Act, 1982, 　5.　The Suppression of Unlawful Acts Against Safety of Civil Aviation Amendment Act, 1994 　6.　The Explosive Substances Act,1908 and its Amendment Act, 2001 　7.　The Passport Act,1967 　8.　The Information Technology Act, 2000
Japan	a)　Since Japanese government formulates national policies unitarily, reflects that in National Civil Aviation Security Programme (NCASP), and ensure effectiveness of aviation security properly by monitoring the compliance status of NCASP at relevant aviation security entities, we recognize the importance. b)　In Japan, Civil Aviation Bureau, Ministry of Land, Infrastructure, Transport and Tourism (MLIT) fulfills the role. c)　Each party with responsibility for aviation security should be conducted regularly audit in Japan. The deficiency(s) which is (are) identified in the audit should be recorded and managed. In that case, the party is requested to rectification and carried out continuous monitoring.
Malaysia	a)　Establishment of NCASP in compliance with Civil Aviation Regulation of Malaysia and Annex 17. Malaysia also in the final process of creating CAR (Security) to enhance aviation security policies in Malaysia. b)　Establishment of AVSEC as appropriate authority with sufficient resources and legal authority for aviation security according to NCASP, Civil Aviation Regulation 2016 and Annex 17. Malaysia also in process of restructuring AVSEC Division to strengthen its ability and function. c)　Malaysia is actively ensuring that aviation security deficiencies is identified through quality control activities and these matters are still under paving way towards the construction of a software to record database and monitor quality control activities.
Myanmar	a)　Aviation Security Rules has been drafted by DCA. Currently, the aforesaid Rules are in the hand of the Union Attorney General's Office for legal advices. 　　Additionally, Chapter IV of the Counter Terrorism Law (2014) which is being applied and enforced by the Ministry of Home Affaire includes provisions regarding the aviation security. b)　Director General of DCA has been designated as the appropriate authority for aviation security under the section 5A of Myanmar Aircraft Act (Amended on 15 October 2013). c)　According to the developed National Civil Aviation Security Quality Control Programme (NCASQCP) and Inspector Manual, Myanmar has been conducting the quality control activities for airports, airlines and other aviation related entities. As a result of this, Myanmar is also developing the database system which was provided by CASP-AP to record and monitor quality control activities.

Nepal	a) Nepal has Civil Aviation Act, 1959, the primary legislation or aviation security for the enforcement mechanisms to ensure compliance with national policies on aviation security.
	b) Civil Aviation Security Rules 2016 has clearly mentioned about the appropriate authority for Aviation Security and Civil Aviation Security Rules 2016 ensure the the required resources and legal authority to enforce the compliance with NCASP requirements to the Appropriate Authority of AVSEC in Nepal.
	c) It is regular process and going on as per regulation, which is carryout by AVSEC Department, Civil Aviation Authority of Nepal.
New Zealand	- This is not an issue for New Zealand, and it should be noted that New Zealand provides significant assistance to Pacific States.
Pakistan	a) PCAA has legislative Authority to regulate AVSEC in Pakistan, Power delegate through National Aviation Policy 2015 for legislation of CAA (National Civil Aviation Security Programmed) NCASP. Level of compliance with Annex-17, are NCASP, NCASTP and NCAQCP and its associated Airport Security Policy, Airport Security Plan, Operator Security Program ANO's, CAAO's and SOP's.
	b) National Aviation Policy 2015 has designated DGCAA or its representative as the appropriate authority in Pakistan which empower DGCAA to exercise within the domain of AVSEC.
	c) Security Directorate of CAA actively identity deficiencies at all Airports in Pakistan through Quality Control (QC) activities, Planned schedule and surprise inspections / Audits and mechanism of over sighting is implemented with continuous monitoring approach until corrective action are addressed. Inspection / Audit process will be made by our (National Inspector).
Papua New Guinea	a) PNG has comprehensive legislation in place and an appropriate authority for aviation security and an approved graduated enforcement mechanism to ensure compliance with national policies;
	b) PNG has a designated national appropriate authority for aviation security with legal authority to enforce compliance with national requirements and enforcement mechanisms. It is however, having challenges with having sufficient resources.
	c) PNG is taking action in managing aviation security through a Security Risk Management Plan. A software or database is being sourced to record and monitor quality control activities and ensure these resolved.
Philippines	- The Philippines through Office for Transportation Security (OTS) has drafted a bill entitled "Aviation and Transportation Security Act (ATSA) of 2018" which is currently at the final stage of deliberation by the House of Representatives Joint Committee on Transportation and Reorganization. The said bill will reinforce the designation of the OTS and provide comprehensive enforcement powers to ensure compliance by all stakeholders with national requirements.
	- The Presidential Executive Order 277 as amended by EO 311 designates OTS as the appropriate authority for civil aviation security as well as the development and implementation of the National Civil Aviation Security Program.
	- Pending approval of the proposed ATSA bill, OTS has drafted a Memorandum of Agreement (MOA) requiring submission of AOSP prior issuance/renewal of Foreign Air Carrier's Permit subject to further consultation with the Civil Aeronautics Board (CAB).

	-	The Philippines through OTS - Civil Aviation Security Division of Transport Security Oversight and Compliance Service (CASD-TSOCS) has established its standard security procedures (SOP) on the reporting, filing and analysis of quality control reports.
Republic of Korea	- - -	(Legislative Foundation) The ROK ensures appropriate authority for aviation safety, using the guidelines pursuant to Aviation Security Act, and the enforcement mechanism pursuant to the penalty clause contained therein. (Authority) The Aviation Security Division, a designated authority dedicated to aviation security is being operated within the Korea Office of Civil Aviation (KOCA), under the Ministry of Land, Infrastructure and Transport(MOLIT). In addition, aviation security inspectors have been assigned to the airports across the nation. (Deficiency Management) The aviation security inspectors deployed at the national airports have been conducting assessments, on-site inspections, and spot checks according to the annual aviation security inspection plan to identify security deficiencies and take mitigating actions accordingly.
Singapore	- - -	The control and regulation of aviation security in Singapore is provided for by the Air Navigation Act and its subsidiary legislation, the Air Navigation (Aviation Security) Regulations. The Commissioner of Police is the Appropriate Authority (AA). The AA is empowered to issue Security Directives (SDs) to entities to require them to take measures to comply with the aviation security measures. Quality control activities are conducted regularly by the AA to ensure compliance to the SDs. The relevant entity is required to implement and report corrective actions to any deficiencies identified to ensure prompt resolution. Failure to carry out corrective actions may lead to a fine or imprisonment or both under the ANA.
Thailand	- -	The Air Navigation Act, B.E.2497 and National Civil Aviation Security Quality Control Programme (NCASQCP) are the basis for aviation security administration. Thailand recognizes that database of oversight activities for example record of deficiencies identified through the activities, corrective action plan and history of compliance are crucial part of industry improvement on aviation security. CAAT has established a web based system called "AVSEC QC Database System" to manage the information for risk-based analysis for National Compliance Plan and future amendment of national requirements.
United States	- -	The United States was not included in the breakout sessions. As a Pacific Nation, and a long-standing member of the Directors General of Civil Aviation Conference, the United States has a long history of collaborating with our partners in the region on civil-military cooperation, security and runway safety. The United States stands ready to continue working together with our partners in Asia Pacific and to sharing our lessons learned on safety, security and military coordination in an integrated ATFM system, as well as in identifying and mitigating runway safety hazards and risks.
Viet Nam	a)	Taking the aviation security as the top priority policy, the Vietnamese Government has set up the legislative foundation for the appropriate authority – the Civil Aviation Authority of Viet Nam (CAAV). The CAAV's duties and functions are governed by the Governmental Decree #66 in the year of 2015 (in Vietnamese legislation system, governmental decree is highest under-law regulation that the Government can promulgate). Based on this Decree, the Minister of Transport issued the

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Ministerial Decision #2606 in the year of 2017 to establish the detailed organization of the CAAV.

In support for the enforcement of compliance with national requirements in national programmes, the CAAV has established its security auditors, who are supplementing the state inspectorate system in deploying the quality control activities.

b) The Government has set up a mechanism to ensure the effectiveness of CAAV. While the legal authority is ensured by the Governmental Decree #66, the salary and training cost for auditors and inspectors of CAAV are being covered the special budget. This budget is named "features mechanism" that is legalized in the Prime Minister's Decision #51 in the year of 2016. The decision also regulates the special allowance for safety/security auditors and inspectors.

c) The CAAV has established its owned regulatory oversight system based on software to record all quality control activities and deficiencies identified. Based on the system, the CAAV's security auditors can effectively manage and track the corrective actions associated with deficiencies and utilizes the system in planning cycle for further quality control actions on risk based basis.

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AGENDA ITEM 9: OTHER BUSINESS

Action Item 54/25	*Asia Pacific Civil Aviation Commission (APCAC) Feasibility Study – Progress Report*

Noting that APCAC Taskforce has determined that there was insufficient basis to establish an Asia Pacific Civil Aviation Commission (APCAC), the Conference:

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*

b) *Encourage States/Administrations to participate in the new Taskforce.*

Responses on Action Item 54/25

Australia	a) Australia notes this action item. b) Australia has agreed to be part of the Task Force for strengthening and evolving existing regional mechanisms for regional cooperation, towards capability and capacity building and technical assistance.
Bangladesh	a) Noted b) Noted
China	- China has already nominated two experts to participate in the mentioned new Task Force.
Hong Kong, China	- Hong Kong China supports the initiative of establishing a new Task Force and future work to enhance safety cooperation amongst APAC States/Administrations.
Macao, China	- Noted.
Fiji	- Fiji fully supports the conclusion of the APCAC feasibility study and Action 54/25 pertaining to this.
India	- Noted.

Japan	- Japan has registered an official for the taskforce and will continue to support its activities.
Malaysia	a) Malaysia is agreeable to the conclusion and establishment of a new Taskforce. b) Malaysia will participate in the new Taskforce.
Myanmar	a) & b) Noted.
Nepal	Nepal will participate in the new task force for APCAC.
New Zealand	- Noted.
Pakistan	a) Pakistan CAA agrees 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 b) In this respect PCAA has already nominated its Focal and Deputy Focal Points for the Task Force and will participate in the upcoming Teleconference on 5th June 2018.
Papua New Guinea	a) The agreement is noted by PNG; and b) PNG participates is a member of the new Taskforce
Philippines	- CAAP shall take note that APCAC Task Force report that there is no sufficient basis to establish APCAC. Furthermore, CAAP shall support the new taskforce in strengthening APAC Region.
Republic of Korea	- The ROK joined the new T/F and attended the 1st T/F meeting held at the ICAO APAC Office from August 1 to 2, 2018. It will continue to actively participate in the effort.
Singapore	- Singapore is supportive of the establishment of a new Taskforce to focus exclusively on strengthening and evolving existing regional mechanism for regional cooperation, towards capability and capacity building and technical assistance. - Singapore will participate in the new Taskforce.
Thailand	- Thailand has established taskforce to focus on strengthening and evolving existing regional mechanism for regional cooperation, towards capability and capacity building.
United States	- The United States nominated the FAA's Director for Asia Pacific to participate in the new on new DGCA Task Force focusing on strengthening and evolving the existing regional mechanism for regional cooperation, towards capability and capacity building and technical assistance.

Action Item 54/26   *Draft Declaration of Civil Aviation Ministers' Conference*

The Conference agreed to presenting the draft Ministerial declaration for consideration at the Ministerial Conference to be held in early 2018.

Responses on Action Item 54/26

Australia	- Australia attended the inaugural Asia Pacific Ministerial Conference on Civil Aviation, held in February 2018. - Australia endorsed the Beijing Declaration.
Bangladesh	- Noted. Bangladesh participated at the Ministerial Conference.
China	- Noted.
Hong Kong, China	- Hong Kong China had attended the Ministerial Conference held in Jan/Feb 2018.
Macao, China	- Noted.
Fiji	- Fiji fully supports the draft Ministerial declaration presented at the Ministerial Conference earlier this year.
India	- Noted.
Japan	- Japan participated in the Ministerial Conference and supported the Beijing declaration.
Malaysia	- The Ministerial Declaration was presented on 31 January 2018 during the Ministerial Conference in Beijing, China.
Myanmar	- Noted.
Nepal	- Noted.
New Zealand	- Noted.
Pakistan	- The Ministerial declaration was put before Ministerial Conference for consideration which was unanimously adopted by the Conference.
Papua New Guinea	- PNG supported the draft Declaration of the Civil Aviation Ministers' Conference as a member of the working group.
Philippines	- Director General - Philippines attended the ICAO Asia Pacific Ministerial Conference held at Beijing, China last 31 January – 01 February 2018. The CAAP committed to support m the implementation of priority programs for Aviation Safety, Air Navigation Service, Accident Investigation and Human Resource Department.
Republic of Korea	- No action required.
Singapore	- Singapore supported and signed the Ministerial Declaration at the inaugural Asia Pacific Civil Aviation Ministerial Conference in Beijing, China on 31 January to 1 February 2018.
Thailand	- Thailand signed the Declaration of Civil Aviation Ministers' Conference held at Beijing, China on 30 January – 1 February 2018.
United States	- The United States participated in the 2018 Ministerial Conference.

Action Item 54/27   *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 54th 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.*

Responses on Action Item 54/27

Australia	- Australia notes the action item and supports the participation of senior ICAO officials, Council members and APAC representatives to ICAO.
Bangladesh	- Noted.
China	- Noted.
Hong Kong, China	- Hong Kong China appreciates and acknowledges 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 54th 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.
Macao, China	- Noted.
Fiji	- Fiji fully supports the participation by the President of ICAO Council, ICAO Secretary General, ICAO Council Representatives from the Region and Directors at future APAC DGCA Conferences. - As host State for this year's DGCA, Fiji has sent invitations to the above mentioned persons.
India	- Noted.
Japan	- Japan will continue to support this item.
Malaysia	- Malaysia is supportive of the proposal.
Myanmar	- Noted.
Nepal	- Noted.
New Zealand	- Noted.
Pakistan	- Noted for compliance.
Papua New Guinea	- PNG fully supports this action item.
Philippines	- The Conference has given the CAAP the opportunity to contribute and share with other Member States our experiences in addressing aviation related challenges. It is during this undertaking that all aviation related problems, issues and concerns are directly being communicated and discussed to the ICAO policy making body and it will be appropriate for them to be presented in this forum.
Republic of Korea	- No action required.
Singapore	- Singapore is supportive of the proposal to include the ICAO Air Navigation Commissioners, Council Members from APAC Region, in addition to Senior Officials from ICAO, in future Conferences, as it would better help ICAO understand the issues and concerns in the Region and informed

	decision making in Montréal in a way that better meets the needs of the Region.
Thailand	- Thailand acknowledges and supports the conferences organized by ICAO.

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NOTE:

Indonesia	**Agenda Item 9 – 9.2 DP/9a/1 – Proposal on the Theme for the 55th Conference of the Directors General of Civil Aviation in Asia and Pacific Regions**
	
	1) Agenda Item 9 was the final part of the material in discussion meetings and after going through a few considerations then discussed 'proposals on the Theme for the 55th Conference of the Directors General of Civil Aviation in the Asia And Pacific Regions' which will be discussed at the 55th DGCA Meeting in Fiji on October 2018;
	2) After going through several considerations, the topic of discussion at the 55th meeting will be "Collaboration and Harmonization for Safe, Secure and Sustainable Aviation in the Asia Pacific Region" and will be discussed about the Declaration of Civil Aviation Ministers' Conference. After reading the contents of the draft it is clear that the statement is committed to the civil aviation world for the prosperity in the Asia - Pacific region through several programs of activity;
	3) The title covers, Aviation Safety, Air Navigation Services, Accident Investigation, and Human Resource Development. Through this paper is limited to commitments related to:
	    a. 'Implement programmes relating to the three global safety priorities; runway safety, loss of control in flight and controlled flight into terrain, to reduce accident rates and fatalities in the region below the global average'. This relates to action item 54/23;
	    b. Air Navigation Services, which consists of several action plans and without prejudice to the other then it's a matter of ' Air Traffic Flow Management/ Collaborative Decision Making (CDM) implementation for high density airports ' having regard to the traffic growth on several major airports, such as Jakarta, Surabaya and Denpasar. This subject deals with the action item 54/12.
	4) This statement is important for all Contracting States/Administration, including Indonesia, that have to be actively involved in the development of civil aviation world, especially in Asia – Pacific.
	5) Finally, the outcome of this DGCA meeting is very strategic for Indonesia which is trying to become a Member of Council and increasing cooperation with ICAO Asia - Pacific can also assist ASEAN Single Aviation Market (ASAM) activities.

— END —

Draft on AIDC Implementation between Indonesia FIR and its surroundings

(*disscusion material*)

No.	Flight Information Region	Message Class	LOCA Update (Tentative Date)	Implementasi (Tentative Date)
1.	Jakarta – U.Pandang	Notification, Coordiation, Transfer of Control, Surveillance Data Transfer.	Belum/tidak diketahui	Belum/tidak diketahui
2.	Jakarta – Singapura	Belum/tidak diketahui	Belum/tidak diketahui	Belum/tidak diketahui
3.	Jakarta – Kota Kinabalu			
4.	Jakarta – Kuala Lumpur			
5.	Jakarta – Colombo			
6.	Jakarta – Chenai			
7.	Jakarta – Melbourne			
8.	U.Pandang – Jakarta			
9.	U.Pandang – Manila			
10.	U.Pandang – Kota Kinabalu			
11.	U.Pandang – Oakland			
12.	U. Pandang – Brisbane	Notification, Coordiation, Transfer of Control, Surveillance Data Transfer.	Belum/tidak diketahui	Belum/tidak diketahui
13.	U.Pandang – PNG			