Declaration of Asia Pacific Ministerial Conference on Civil Aviation

1) <u>We</u>, the Ministers from the Asia and Pacific States, responsible for Civil Aviation, met in Beijing, China from 31 January to 1 February 2018, on the occasion of the <u>Asia Pacific Ministerial Conference on Civil Aviation,</u> organized by the International Civil Aviation Organization (ICAO);

2) <u>Mindful</u> of the obligations as Contracting States to the Convention on International Civil Aviation signed on 7th December 1944 (also known as the Chicago Convention);

3) <u>Considering</u> the importance of air transportation world-wide for social and economic development (the Global Air Transport Industry supports almost 62.7 million jobs worldwide and contributes US\$ 2.7 trillion to Global Gross Domestic Product (GDP), equivalent to 3.5% of global GDP and US\$ 664.4 billion aviation direct economic impact);

4) <u>Recognising</u> that the Asia and Pacific Region has become the world's largest aviation market in terms of available seat-kilometres and generates the world's second largest share of international revenue passenger-kilometres, and will continue to grow with corresponding air traffic capacity, efficiency and safety challenges;

5) <u>Recognising</u> that there are various programmes, objectives and targets currently being pursued under the ICAO "No Country Left Behind (NCLB)" initiative to assist States in capacity development in order for States to derive maximum social economic benefits from aviation, let aviation contribute ultimately to the realisation of the international development priorities, particularly the United Nations 2030 Agenda for Sustainable Development, and play its important role in the building of a community of shared future for mankind;

6) <u>Recognising</u> that the ICAO Global Air Navigation Plan (GANP) and the Global Aviation Safety Plan (GASP) set out regional expectations, priorities and targets for States, agreed at regional fora such as the Asia Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG) and the Regional Aviation Safety Group (RASG-APAC) and reflected in national planning frameworks;

7) <u>Recognising</u> that there are existing bilateral and multi-lateral working relationships and platforms, such as the Asia and Pacific Directors General of Civil Aviation (APAC DGCA) Conference, APANPIRG, RASG-APAC; and ICAO-led initiatives (e.g. Aviation Safety Implementation Assistance Partnership (ASIAP), the Combined Action Teams (CAT));

8) <u>Recognising</u> the importance of active participation of States through their experts attending ICAO fora and other international meetings, training, seminar and workshop events to advance civil aviation development in the Region;

9) <u>Acknowledging</u> that the existing regional relationships and partnerships are evolving with meaningful technical cooperation and assistance programmes (e.g. Cooperative Development of Operational Safety and Continuing Airworthiness Programmes (COSCAPs), Flight Procedure Programme (FPP))*;*

10)	Mindful of the importance and impact of aviation safety and efficient air navigation services on the sustainable development of air transport;

11)	Recognising that the ICAO Universal Safety Oversight Audit Programme (USOAP) has been effective in helping States focus on safety oversight capabilities and to address gaps in the implementation of ICAO Standards and Recommended Practices (SARPs) and regulatory safety oversight;

12)	Considering the Asia and Pacific Region is diverse (e.g. in terms of capacity and civil aviation development with USOAP Effective Implementation (EI) scores ranging from 5% to over 90%), there is a compelling need for stronger regional cooperation, partnerships and engagement to continuously improve aviation safety;

13)	Recognising the ICAO "Next Generation of Aviation Professionals (NGAP)" initiative aimed at addressing the need for aviation professionals in various fields and the importance of having adequate qualified and competent aviation professionals to meet the challenges of the significant aviation growth experienced by the Region;

14)	Considering the need to support the timely implementation of the Asia/Pacific Seamless Air Traffic Management (ATM) Plan and its elements to enhance safety and efficiency of air navigation services to cater for the projected air traffic growth in the Region;

15)	Mindful of the need to take into account resolutions agreed at future ICAO Assembly Meetings including those on GASP and GANP;

16)	The Ministerial Conference agrees to the Beijing Declaration and the Ministers commit to the following:

## 1.0	Aviation Safety

1.1	Commit to:

(a)	Progressively enhance safety oversight capability to achieve a USOAP EI score higher or equal to the global average by 2022;

(b)	Implement an effective State Safety Programme (SSP) by 2025;

(c)	Endeavour not to have any Significant Safety Concerns (SSCs) under the USOAP Continuous Monitoring Approach (CMA), and to resolve any future SSCs within the time frame agreed with ICAO;

(d)	Certify all aerodromes used for international operations by 2020;

(e)	Use data driven methodologies to identify high risk categories of occurrences (e.g. runway safety, loss of control in flight and controlled flight into terrain), and implement collaborative solutions to reduce accident rates and fatalities in the Region; and

(f) Include aviation safety in national planning frameworks such as National Development Plans (NDPs) supported by robust Civil Aviation Master Plans.

1.2 Promote regional government and industry collaboration for sharing of best practices in safety management through the Regional Aviation Safety Group (RASG).

2.0 Air Navigation Services

2.1 Commit to implementation by 2022 of the Asia/Pacific Seamless Air Traffic Management (ATM) Plan to enhance ATM capacity and harmonisation in the Region, including a focus on:

(a) Transitioning from Aeronautical Information Service (AIS) to Aeronautical Information Management (AIM) System;

(b) Performance Based Navigation (PBN) implementation;

(c) Common ground/ground telecommunication infrastructure to support Air Navigation Services (ANS) applications;

(d) An enhanced level of civil/military cooperation;

(e) Enhanced surveillance capability including Automatic Dependent Surveillance-Broadcast (ADS-B) technology;

(f) Air Traffic Flow Management/Collaborative Decision Making (CDM) implementation for high density airports; and

(g) Air navigation in national planning frameworks such as National Development Plans (NDPs) supported by National Air Navigation Plans.

2.2 Promote sharing of best practices in the provision of ANS including Aeronautical Search and Rescue (SAR), Meteorological Services for International Air Navigation (MET) and Air Traffic Flow Management (ATFM) through regional cooperation and enhanced coordination.

3.0 Accident Investigation

3.1 In accordance with the Chicago Convention, commit to either establish an accident investigation authority that is independent from State aviation authorities and other entities that could interfere with the conduct or objectivity of an investigation or where appropriate develop a bilateral, sub-regional or regional partnership to support the establishment of accident investigation capabilities to serve the Region, sub-region or State.

4.0 Human Resource Development

4.1 In line with the ICAO initiative on "Next Generation of Aviation Professionals (NGAP)", accord priority to human capital development to provide sufficient qualified and competent aviation professionals to support the Region's growing needs, including where appropriate:

(a) Establish access to quality training; and

(b)   Encourage sharing of resources bilaterally and/or multi-laterally as well as with industry partners.

4.2   Promote the attraction of new talent and the retention of trained, qualified and experienced personnel among State Aviation Organisations (e.g. regulators, air navigation service providers).