



## ICAO - EASA Forum on Civil Aviation in South East Asia

### Summary notes\*

**Date:** 12 September 2018  
**Location:** ICAO Asia/Pacific Office, Bangkok, Thailand  
**Participants:** 109 participants from ICAO, EASA, IATA, ASEAN Secretariat, all South East Asia State's civil aviation administrations, other APAC States, International and Regional Organisations, EU Member States, industry and academia

### Background

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The ICAO-EASA Forum on Civil Aviation in South East Asia brought together global and regional organisations, aviation authorities and industry stakeholders in civil aviation in South East Asia. It provided an opportunity for these partners to speak directly with each other on common challenges, on-going programmes and projects, and on upcoming developments and opportunities.

This event was the first forum of its kind and was conducted at the ICAO Asia Pacific Office in Bangkok, Thailand. The meeting programme of the forum, list of participants, group photo, copies of speeches and presentations are available on the website of ICAO's Asia Pacific Office: <https://www.icao.int/APAC/Meetings/Pages/2018-ICAO-EASA-Forum.aspx>.

### Introductory Speeches

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*Welcome Remarks* were provided by H.E. Mr Arkhom Termpittayapaisith, Minister of Transport, Thailand. Minister Arkhom extended a warm welcome to all participants of the forum on behalf of the Royal Government of Thailand, hosting not only the ICAO Regional Office for Asia Pacific, the venue of the forum, but also the COSCAP-SEA aviation safety and CASP-AP aviation security programmes of ICAO. In wishing for safer and more harmonised civil aviation in the region, he pointed to the key priority areas of safety, security and facilitation which go along with liberalisation and integration of air transport services in ASEAN. He cited the Beijing Declaration of Ministers in charge of civil aviation in the Asia Pacific region and its focus on airspace and ATM master planning for the Seamless ASEAN Sky. He emphasised the recent improvements in civil-military coordination, national ATM system upgrades to increase capacity and the more flexible use of airspace in Thailand. He also pointed out major airport infrastructure investments in Thailand's Eastern Economic Corridor, including MROs, and Aerotropolis development in central and South East Thailand. Dr Arkhom supported ICAO-EASA cooperation which he saw as beneficial towards building greater resilience in the sector, spurring wider economic development. He also underlined increased collaboration between industry representations such as IATA and the Ministry of Transport of Thailand.

The *Opening Speech* was held by Dr Fang Liu, Secretary General, ICAO. Dr Liu welcomed this important forum as timely for further capacity building efforts in civil aviation in the region and, in particular, EASA's growing assistance extending globally, which was appreciated by many ICAO

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\* These notes are not a formally agreed record of events and their accuracy is not guaranteed.



Member States. The challenges of traffic growth, compliance with ICAO's SARPs and enhancing connectivity to further socio-economic growth has to be met through improved collaboration between stakeholders. While such challenges also accompany opportunities, the safety performance of aviation must not be compromised. She pointed to ICAO's full support for further liberalisation, enhancing profitability and expanding the network, particularly in the highly dynamic ASEAN region. She specifically referred to the Beijing Declaration and its focus on ICAO's Global Aviation Safety Plan, its Regional Air Navigation Plan and goals of aerodrome certification by 2020, as well as ICAO's Next Generation of Aviation Professionals programme. Dr Liu emphasised the importance of cooperative mechanisms, including Regional Safety Oversight Organisations, such as COSCAP-SEA, and the growing partnership between ICAO and EASA. She also urged developing increased cyber safety and security so as to reach better resilience to cyber threats. She pointed to the upcoming 13<sup>th</sup> Air Navigation Conference and the 75<sup>th</sup> anniversary of ICAO in 2019.

The *Introductory Speech* was provided by Mr Patrick Ky, Executive Director, EASA. Mr Ky reported that the forum took place just after the European Union had bestowed an enhanced mandate upon EASA, including in the areas of cyber security and drones. He also highlighted the new capability for EASA to be delegated full aviation safety oversight, should EU Member States so decide. Regional air operator certificates can now also become a reality, which is as important in Europe as in ASEAN. He expressed appreciation for the deepening ties between Europe and ASEAN, sharing single market concepts while recognising the challenges to further improve safety standards and bring about harmonisation. EASA looks forward to the further negotiation and eventual approval of the first bloc-to-bloc air transport agreement between the EU and ASEAN, which should improve the level- economic playing field and foster fair competition. Enhanced infrastructure and ATM capacity are further challenges encountered by both regions where the EU is sharing its expertise and experience, such as through SESAR-JU. Cyber-security, regulations of drones and emerging new business models are other areas of possible cooperation. He emphasised the excellent experience gained through the earlier AATIP project and pointed towards the new ARISE Plus civil aviation project which focuses on air transport regulatory policy, ATM, aviation safety and security, and support of the Comprehensive Air Transport Agreement being negotiated between the EU and ASEAN. The EU-SEA Aviation Partnership Project, also based in Bangkok, complements these activities supporting partnership, safety and environmental protection.

The *Keynote Speech* was delivered by Mr Conrad Clifford, Regional Vice President, IATA. Mr Clifford expressed the appreciation of IATA for the growing partnership between ICAO and EASA as was evident in the forum and was pleased with the participation of a wide range of stakeholders in civil aviation in South East Asia, including many of IATA's member carriers. In the face of unprecedented growth and similar or increased traffic projections for the region, the exemplary reaction of Thailand through US\$ 7 Billion investment into infrastructure projects such as airports, railways and roads in its EEC within the next 5 years was described. While global airline profitability was much healthier at present, the picture in South East Asia was mixed, particularly due to infrastructure and corresponding landing slot limitations at major airports, recent fuel price increases and currency depreciation in certain countries. Furthermore, trade war, trade protectionism or higher taxation were seen to be a major threat to further profitability improvements. Mr Clifford underlined the continued priority of aviation safety and he was pleased to point to the 15<sup>th</sup> year anniversary of IATA's IOSA programme and the continuing success of its ISAGO programmes. IATA shared ICAO and EASA's concerns over growing cyber threats. The increased connectivity of aircraft systems poses more risks, which need to be mitigated rather than by curtailing connectivity. A dedicated Aviation Cyber-security Taskforce was recently founded within IATA. IATA also called for a unified framework for the regulation of drones. As regards the ASEAN Single Aviation Market, IATA continues to be fully supportive of open skies and a seamless



market whilst underlining that the resulting increased traffic needs to be matched by an increased investment in infrastructure, particularly ATM and airports, in order to alleviate growing congestion. Thus, IATA fully supports ASEAN's efforts in ATM master planning, the Mutual Recognition Agreement for Flight Crew Licensing, mutual alignment of aviation security regulations and measures, flexible use of airspace and further liberalisation agreements leading to a Seamless ASEAN Sky. IATA also fully supports enhanced multi-State thinking processes and collaboration and the specific measures cited in the Beijing Declaration, as well as ICAO's various monitoring mechanisms, such as RASG, APANPIRG etc. IATA is also looking forward to continued bilateral meetings with the Ministry of Transport of Thailand as well as the second Ministerial Conference for Ministers in charge of civil aviation in Asia Pacific in India in 2020.

## Summary of the Forum

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The forum was divided into three panels, centring across three different themes, and a session on forum conclusions:

### *Panel 1 - Moving Forward with the ASEAN Single Aviation Market:*

The panel looked at the following subjects:

*Strengthening the ASEAN Single Aviation Market, Regional cooperation, The concept of the community carrier / regional AOC and A sustainable model for the ASEAN aviation industry.*

Panel 1 consisted of:

1. Dr Jae Woon Lee, Assistant Professor, Chinese University of Hong Kong
2. Mr Michiel Vreedenburgh, Programme Coordinator COSCAP-SEA, ICAO
3. Ms Aireen Omar, Deputy Group CEO, Air Asia
4. Capt. Jim Sydiongo, Director General, CAA Philippines

The panel was moderated by Tan Sri Dr. Rebecca Fatima Sta Maria, IDEAS, Malaysia. Please refer to the APAC website for copies of the presentations. Questions from the audience on panel topics were responded to and clarifications provided by panellists. The panel reached the following conclusions:

1. The ASEAN structure and COSCAP-SEA Steering Committee should provide the fora wherein senior representatives of South East Asia States meet regularly to allow decisions to be made and/or escalated to decision-making bodies in order to deal with the fast approaching regional challenges for civil aviation in the region.
2. The Mutual Recognition Arrangement approved by the ASEAN Transport Ministers but limited to Flight Crew Licensing should be considered for expansion to other safety-critical licenses, approvals and certificates, prioritised as necessary.
3. Reinforce the COSCAP-SEA Programme as the platform for South East Asia States civil aviation safety regulators in close cooperation and coordination with the ASEAN framework.
4. The ICAO COSCAP-SEA Programme, which assists States with aviation safety oversight, should be strengthened by the Member States and the support Partner States, International and Regional Organisations, and industry, in its role as a Regional Safety Oversight Organization to support regional harmonization, design and implementation of mutual recognition and validation mechanisms, and with possible future delegation by States to provide operational assistance safety oversight functions.



5. The next steps necessary for advancing the concept of ‘Community Carrier’ should be detailed, including how to best enhance private sector participation.

### *Panel 2 - Moving Towards a Seamless ASEAN Sky*

The panel looked at the following subjects: *ICAO Global Air Navigation Plan – towards interoperability and harmonization, Implementing the ASEAN ATM Master Plan, Air Traffic Flow Management and The Single European Sky.*

Panel 2 members consisted of:

1. Mr Stephen Creamer, Director Air Navigation Bureau, ICAO
2. Mr Bountaeng Symoon, Deputy Director General, DCA Lao PDR
3. Mr Sunun Nimfuk, Senior Director, AeroThai
4. Mr Florian Guillermet, Executive Director, SESAR-JU

The panel was moderated by Mr Luc Tytgat, Strategy & Safety Management Director, EASA. Please refer to the APAC website for copies of the presentations. Questions from the audience on panel topics were responded to and clarifications provided by panellists. The panel reached the following conclusions:

1. The challenge of traffic growth should be tackled in part through the ASEAN ATM Master Plan with more detailed State-level and where possible, collaborative plans that are closely aligned with the regionally-agreed timelines and applicable elements of the ICAO Asia/Pacific Seamless ATM Plan and the Global Air Navigation Plan, which describe how ASEAN States will implement these elements, in order to meet the expectations of the Beijing Declaration.
2. Air Traffic Flow Management in South East Asia should be advanced, reaping early benefits, through a harmonized plan that is compliant with the Asia/Pacific Framework for Collaborative ATFM, and an integrated CNS approach.
3. Aviation partnerships should be enhanced so as to tap into additional resources such as the EU-South East Asia Partnership Project to implement the ASEAN ATM Master Plan.
4. Stakeholders should be engaged before regulations are promulgated, to determine the benefits and costs, expected service improvements, and aircraft equipage as applicable, in accordance with the Asia/Pacific Seamless ATM Plan.
5. Reinforce the ICAO APAC RO, RSO and APANPIRG as the platform for regional ATM planning in close cooperation and coordination with the ASEAN framework

### *Panel 3 - Thematic Challenges in Civil Aviation:*

The panel looked at the following subjects: *Coping with traffic growth, Moving ahead with CORSIA, Emerging risks, Aviation and digitalisation.*

Panel 3 members consisted of:

1. Dr Chula Sukmanop, Director General, CAA Thailand
2. Mr Arun Mishra, Regional Director, ICAO
3. Mr Patrick Ky, Executive Director, EASA
4. Mr Kevin Shum, Director General, CAA Singapore

The panel was moderated by Mr Conrad Clifford, Regional Vice-President, IATA. Please refer to the APAC website for copies of the presentations. A video on ICAO's CORSIA programme was shown. Questions from the audience on panel topics were responded to and clarifications provided by panellists. The panel reached the following conclusions:

1. The economic benefits of civil aviation, including practical approaches, should be utilised in convincing Ministries of Transport to appropriately resource civil aviation administrations.
2. Work towards CORSIA should be accelerated in view of the limited time frame available for commencement of its implementation.
3. Data driven, risk-based and performance-oriented approaches should be utilised by regulators to cope with resource challenges.
4. Digitisation of civil aviation, including the use of artificial intelligence, should be utilised in order to further drive cost reductions while safeguarding data against cybercrimes.

## Conclusions of the Forum

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The concluding panel consisted of the following members:

1. Mr Arun Mishra, Regional Director, ICAO
2. Mr Patrick Ky, Executive Director, EASA
3. Tan Sri Dr Rebecca Fatima Sta Maria, Senior Policy Fellow, ERIA/ IDEAS, Malaysia
4. Mr Luc Tytgat, Strategy & Safety Management Director, EASA
5. Mr Conrad Clifford, Regional Vice President, IATA

In addition to reviewing the above conclusion, the panel concluded the forum has proven to be an excellent platform for major stakeholders in South East Asia to discuss opportunities and challenges in civil aviation and should be held annually, possibly rotating among South East Asia States.

## Group photo

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## EASA gift to ICAO Asia Pacific Office

As a token of appreciation and a symbol for increasing cooperation and collaboration, Mr Patrick Ky, Executive Director of EASA, handed over to Dr Fang Liu, Secretary General of ICAO, a model of the Aerial Screw designed by Leonardo Da Vinci in 1492, which was crafted in Thailand. The model will be displayed in the museum of the ICAO Asia Pacific Office in Bangkok, Thailand.



*Right to left: H.E. Ministry Arkhom Termpittayapaisith, Minister of Transport, Thailand; Dr Fang Liu, Secretary General, ICAO; Steve Creamer, Director of Air Navigation Bureau, ICAO; Arun Mishra, Regional Director, ICAO; Patrick Ky, Executive Director, EASA; Paolo Zingale, Head of FPI, EU delegation to Thailand.*

28 September 2018