

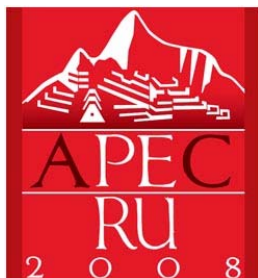


Asia-Pacific
Economic Cooperation

2008/TPT-WG31/ /AEG

AVIATION EXPERTS GROUP MEETING (AEG) FINAL REPORT

Purpose: Information
Submitted by: Chair
United States



31st Transportation Working Group Meeting
Lima, Peru
25-29 August 2008

Aviation Experts Group Final Report TPTWG31

1. Welcome and Introductions

The AEG held two plenary meetings, one before the sub-group meetings, and one immediately following. At the first AEG plenary session, the Chair, Ms. Emily White, United States, opened the meeting and welcomed participants to the Aviation Experts Group meeting. Vice Chair Ms. Lilien Ambarwiyati, Indonesia sent her regrets at not being able to present at TPTWG31. There were 29 participants from 14 economies, plus an observer from the ICAO Lima office. The economies in attendance were: Australia, China; Hong Kong China; Indonesia; Korea; Japan; New Zealand; Peru; Philippines; Russia; Singapore; Chinese Taipei; Thailand, and United States.

2. Review, Modify, and Adopt Agenda

At the first plenary session, the agenda was reviewed by all and adopted after deferring the presentations on new or ongoing projects to the AEG second plenary session. The Chair opened the second plenary with a review of the agenda, and adopted the agenda with the deferrals noted in the first plenary meeting.

3. Chair's remarks on preparing for subgroup meetings

AEG Chair provided guidance to the sub-groups with respect to using APEC template documents when completing final reports, which should include point of contact information lists for the subgroup meetings. AEG Chair also directed the subgroups to update the 5th Ministerial Directives Commitments progress table and indicate when items are closed or to be closed (See 2008/TPTWG31/Opening Plen/004: Agenda Item 5). The Policy Direction Paper for TPT-WG31 from the Lead Shepherd was reviewed for direction on drafting items for consideration for the 6th APEC Transport Ministerial to be held in April 2009 (See 2008/TPTWG31/Opening Plen/002: Agenda Item 2). Each AEG subgroup was asked to prepare 1-2 paragraphs of items that can be used in drafting the upcoming 6th Transport Ministerial statement. Subgroups were also asked to determine if each subgroup needs to continue in the next year or if any new subgroups or task forces need to be developed and if so, then consider a time limitation for them as well.

4. Information Sharing

Ms. Doris Fajri, Assistant to the Director General for Peru, gave a presentation on the National Strategic Plan of Civil Aviation (PENAC). The purpose of this presentation was to share information on the national plan of civil aviation. PENAC was developed to accomplish the studies on Regional Airports Improvement, and with the goal of consistency among the PIT, PENX, and PENTUR. The PENAC Team is comprised of consultants, the CAA, private and public aeronautical agencies and related experts in Peru. The mission is to lead the aeronautical sector toward competitiveness, so that the air mode is prepared to fulfill the needs of connectivity in Peru's national territory and neighboring territories. The effort is consistent with intermodal transportation plan and national plans for the promotion of exports and tourism.

5. Overview of Subgroup/Task Force Work

AEG Chair asked Sub-group chairs to address current or anticipated vacancies in sub-group leadership, and report back during the second AEG Plenary. The agendas of each subgroup were reviewed during the first plenary and items of interest noted. The following is a brief summary of the AEG subgroup meetings during TPT-WG31. The full subgroup reports are contained in the final minutes of each subgroup. The subgroups at this point agree on the need to continue in the coming year. No new subgroups or task forces were proposed. The AEG adopted all subgroup final reports and the emissions task force first meeting final report as presented at the second AEG plenary session.

5.1. Aviation Safety Experts Subgroup– Ms. Emily White, United States

The AEG-SAF Chair went briefly over briefly the work plan items. The agenda was reviewed for the New Technologies Workshop II and noted that the workshop will be held in Bangkok, Thailand during December 2-4, 2008. Funding for the workshop will be from the US Trade and Development Agency. Information sharing presentations were given by Chinese Taipei and Korea outlining their implementation of the ICAO Language Proficiency requirements, and by China on its implementation of Performance Based Navigation. Peru presented information on a ramp inspection program and data exchange proposal for members of the Latin American Regional Cooperation System for Safety Operational Oversight (SVRSOP). This presentation prompted a discussion that lead to the AEG-SAF economies agreeing to work in 2009 on a ramp inspection and data sharing program within the IASDEX program in use by the United States, Canada and Australia with the United States taking the lead on this effort. Economy input on the completion of the AEG-SAF training register was reviewed and economy input was extended until December 1, 2008. The TMM5 progress table was updated and items were agreed for input to the TMM6 statement. A new project proposal, with a request for APEC funding, was presented by Peru. The proposal is to develop and delivery a seminar on Eliminating Impediments to receive information of accidents and incidents on “Just Culture.” After discussion on the proposal, the AEG-SAF recommended and Peru agreed to poll the APEC economies through a survey as to their experiences in implementation of accident/incident data collection, implementation of SMS, and impediments in the set up of such programs. Survey responses will be due back to Peru on October 15, and Peru will use the information to update its proposal as needed and then submit it directly to the APEC Secretariat for consideration of funding in time to prepare and deliver the seminar in conjunction with the TPTWG32. (The final report can be referenced as document TPT-WG31_aeg_saf_Item 6.Final Report.)

5.2. Aviation Security Subgroup– Mr. James Collett, Australia.

Australia reported by Mr. Collett that they had a productive meeting, attended by 18 delegates representing 12 economies. Discussion commenced with discussion and reflection on the air cargo workshop held in Thailand in June 2008. The United States noted it has developed a proposed initiative to follow up the positive outcomes of the workshop. The subgroup endorsed the recommendations of the workshop. The US

clarified its policy on cargo screening, and all economies found this information and clarification particularly useful.

The United States reported on the outcomes of two recent surveys which they had sponsored. These covered Screening Capabilities and Practices, and Capacity Building. A good number of economies responded to the surveys, and all economies found the survey outcomes useful. Economies who have not yet responded were asked to do so by end of September 2008. All economies were invited to provide further comments on the survey reports by the same date.

Peru presented on the outcomes of their testing of the APEC aviation security point of contact (POC) network. Economies reflected on the importance of the network status, for any situation where timely communication is necessary. All economies were encouraged to update their information. Peru will periodically test the POC network through the end of this year.

The subgroup noted a proposed workshop under the CTTF for early 2009 in Vietnam to optimize the use of ICAO's Security Audit and Investigation Programmes in APEC economies. There was strong support from economies, noting that the workshop was dependent upon budget approval.

The subgroup discussed possible themes and input for the TMM6 statement. The subgroup also identified a significant number of items for the 2009 workplan. An item of particular significance was that economies will identify priorities in aviation security, with a view to organizing a workshop in 2009 similar to the successful air cargo workshop. The subgroup meeting concluded with excellent presentations from 5 economies (Singapore, New Zealand, Peru, the Republic of Korea and the Russian Federation) outlining aviation security measures within their economies. These presentations provided an excellent opportunity for economies to understand each other's aviation security regimes, and to identify opportunities for sharing of good practice and harmonization of approaches. (The final report is referenced as 08_tptwg31_AEG_SEC_Item 8 Final Report.)

5.3. Air Services Subgroup– Mr. Pyrasak Duangkaew, Thailand

The meeting opened with participation from 12 economies, who exchanged information on the international air transport policies and recent developments in air services. Some economies have adopted more liberal regimes, while others' policies remain the same. Peru gave a presentation on Peru's air transportation and connectivity in Peru and their international aviation policies and developments on air services. Peru also expanded on some challenges they face in relation to ownership, tariffs and cabotage which provided a useful exchange of information. Economies agreed to continue this exchange at future AEG-SRV meetings.

The meeting discussed the implementation of the action plan. The meeting agreed to select another option to examine in detail from the 8 Options as the next annual priority

once the response on multiple airline designation issue is completed. The meeting also discussed the issue of progress against the Bogor Goals where economies agreed a progress report on liberalization of air services would be timely and it was agreed the Report commissioned for TMM5 on the *Liberalization of Air Services in the APEC Region 1995-2005* be revisited and used as a base. The Chair and Deputy Chair agreed to actively pursue those economies which had not as yet responded to the 8 Options survey and assess the existing nine responses to ensure fulsome reports. Australia agreed to then use the latest 8 Options update to seek a progress report on liberalization against the 1995-2005 Report. Economies were asked to consider providing for the next meeting, examples of some difficulties they have experienced with various options for more comprehensive discussion and information sharing.

With regard to TMM5 and TMM6, the meeting agreed on the proposed theme for TMM5 and suggested words for TMM6 Statement.

For the vacant position of Deputy Chair, economies agreed to rotate the position with Australia assisting with TPTWG31 and New Zealand agreeing to fill the position for TPTWG32. The Chair noted his current occupancy would finish in June 2009. It was agreed by all economies both positions would be offered as vacant at the next meeting in Singapore in July 2009 and all would consider and consult on their potential availability.

The meeting had a good discussion on the perceived limited progress against the Bogor Goals and the future of the group. Economies agreed the group was an important tool for sharing information and encouraging and monitoring progress on the liberalization of air services. The group also noted the poor response to the survey to update the 8 Options and agreed a strategy for taking this forward to ensure a progress report on liberalization is available for Ministers for TMM 6.

In summary, the Meeting has recommendations for AEG and HOD meetings as follows:

- Note the strategy for rotating sub group Deputy Chair position and that both offices will become vacant at TPTWG 32 in Singapore;
- HODs to emphasize to economies the importance of responses from ALL regarding progress against the 8 Options to ensure we are in a position to report to Ministers on progress on liberalization of air services at TMM6;
- Note Option 5 (Multiple Airline Designation) is widely agreed across the APEC region;
- Note the proposed words provided by the group for inclusion in TMM6 Statement and the suggestion for air traffic management, fuel efficiency and reduced emissions to be included as important issues for aviation;
- Adopt this Report (The final report is referenced as 08_tptwg31_AEG_SRV_Item 9 Final Report.)

5.4. Aviation Emissions Task Force Report – Mr. Bruce Johnson, New Zealand

First meeting of the Aviation Emissions Task Force was held in Auckland, New Zealand, July 30-31, 2008. There were 31 participants from APEC economies and private industry. The feature of the meeting was a videoconference presentation by the AETF who discussed the 2007 Davos declaration on tourism and climate change, the UNWTO position on aviation emissions, and the findings of the technical report - *Climate Change and Tourism: Responding to Global Challenges*.

There were several presentations. Of particular interest was the discussion on the ASPIRE project involving Australia, New Zealand, and the United States, which is aimed at trialing measures to reduce emissions on flights between these countries. Test flights are due to commence shortly to demonstrate the benefits of this program. The Chair indicated the AETF's interest in remaining informed of the developments in Project ASPIRE, as in future there might be opportunities for the TPT-WG to assist with capacity building if other economies wished to emulate or join the ASPIRE project.

Qantas Airlines delivered a presentation on its efforts in developing alternative fuels, and noted there is a long lead time on testing and approving alternative fuels. They suggested that governments need to take a lead on this and consider developing a common approach to the recognition of the testing and approval of alternative fuels. The meeting also noted that the use of other technologies such as PNB and ADS-B are very important to achieve reduced emissions in future.

There were several outcomes of the meeting, as follows:

- To share with economies, and encourage discussion and participation, in relation to information on Air Traffic Management capability and progress in the Asia-Pacific region with the prospect of reducing environmental impacts in the Region;
- In collaboration with the Energy Working Group (EWG):
 - Identify overlapping interests in incentives for accelerating the introduction of alternative fuels for aviation;
 - Examine the options to harmonize the regulatory process for the certification of airline use of alternative fuels in order to streamline their adoption without the need to repeat test flights of a product already found to be suitable for aviation use;
- A Project proposal to be developed for the purpose of seeking funding and support from APEC in cooperation with the Tourism Working Group (TWG). A Project proposal be developed for the purpose of seeking funding and support from APEC in cooperation with the Tourism Working Group (TWG);
- In consultation with industry, a survey of aviation emissions management measures being applied in each APEC economy including an indication of the benefits of these measures and associated issues in terms of aviation emissions.

The AETF noted that Australia and industry will continue intersessional work on the scope of a possible project for collaboration and information exchange on carbon footprinting of aviation within and between APEC economies.

The AETF recommended that Transportation Ministers should be apprised of the work of the AETF and be invited to endorse any recommendations arising from the AETF and TPT-WG by the time of the 6th Transportation Ministerial meeting in April 2009.

6. Projects (New or On-going)

6.1. Matrix of Aviation Related Agencies.

Mr. Peter Siripol, Australia, made the presentation. See 2008/TPTWG31/AEG1/005: Agenda Item 5.1). Peter noted that the purpose of the matrix is to provide contact information for key agencies within each APEC economy for reference to all economies. The final matrix will be posted on the APEC TPT-WG website. Australia recommended that the AEG endorse the matrix, encourage economies that have not yet done so to submit their information as soon as possible after this meeting, and that all economies continue to provide future updates to Australia when available. The deadline for final submission to the matrix is 30 September 2008. The AEG is waiting for the following economies for their information: Brunei, Chile, Indonesia, Korea, Mexico, Papua New Guinea, Philippines, Russia, Singapore, and Vietnam. The matrix will be posted to the APEC website in October 2008. The AEG endorsed all of the recommendations as presented.

6.2. Aviation Emissions Language for APEC Leaders' Statement.

The United States presented draft language during the AEG first plenary and asked participants to consider and discuss during the AEG second plenary. (See 2008/TPTWG31/AEG1/006: Agenda Item 5.2). The AEG agreed to edits to the draft language as proposed by China, and is now Attachment 2 of this report.

6.3. Submissions for 6th APEC Transportation Ministerial Statement

During the AEG second plenary, the participants reviewed the proposals from each AEG subgroup and agreed upon items for submission. Items are contained in Attachment 1 to this report.

7. Nominations for Vacancies

7.1 Air Services (AEG-SRV) Vice – Chair. The AEG-SRV agreed during its subgroup meeting to rotate the position of Vice Chair among economies during each TPTWG meeting for the remainder of this term. Australia served as Vice-Chair of the AEG-SRV during TPTWG31, and New Zealand has agreed to serve as Vice-Chair for the 32nd TPT-WG meeting in July 2009. Both the Chair and Vice-Chair positions will be open for nominations at the 32nd TPT-WG meeting. Australia noted that previous APEC Secretariat guidance indicated that subgroup meetings that draw fewer than 14 participating economies during 2 consecutive TPT-WG meetings be re-evaluated for the need to continue the sub-group. The AEG Chair was asked to clarify the

direction from the APEC Secretariat in relation to the potential impact for the air services subgroup.

7.2. Aviation Emissions Task Force Vice-Chair

During the AEG first plenary, the Chair reminded participants that at TPTWG30, when the Aviation Emissions Task Force was agreed for formation, Australia agreed to serve as Vice Chair until such time as another economy could be found to serve in the position. It was noted during the AEG first plenary that the United States is now volunteering to serve in the position of Vice Chair. Participants were asked to consider this nomination or propose other economies during the second AEG plenary so this item can be closed. Hearing no other nominations or objections, the United States was approved as the new Vice-Chair to this task force.

8. Update TMM5 Directives Table progress report

AEG Chair took sub-group reports and updated the Transport Ministers Directives progress table. The Chair acknowledged the sub-group chairs assistance in linking the action plans of their respective subgroups to a particular Transport Ministers Directive.

9. Other Business

No new business was reported during either the first or second AEG Plenary. AEG Chair thanked the AEG sub group chairs and the Aviation Emissions Task Force chair and all for their participation and assistance. The AEG Chair also thanked Peru for their excellent hospitality as hosts of TPT-WG 31. It was noted that the next TPTWG32 will be held in Singapore July 27-31, 2009.

Attachment 1

6th Transportation Ministerial Statement Suggested Items

During the 31st TPT-WG meeting in Lima, Peru, the Aviation Experts Group (AEG) and its three subgroups met and determined initial draft language for use during the first TMM6 drafting meeting. Each subgroup (Safety, Air Services, and Security) put forth a short summary of their future goals.

Aviation Safety

The Ministers identified five areas of significance for aviation safety to focus on during the 6th Transportation Ministerial round of the APEC Transportation Working Group.

1. ICAO USOAP Audits – The Ministers propose a review the outcomes of several recent USOAP audits of APEC economies, identification of common areas of weakness, and development of safety activities with the goal toward reducing the weaknesses found among several economies.
2. Airports – The Ministers proposes to advance the improvements of Airport Safety by urging economies to focus on areas impacting runway safety and reducing runway incursions including:
 - a. Improved airport lighting and marking
 - b. Improving runway safety areas to meet standards
 - c. Consideration of installing engineered material arresting systems (EMAS) to safely stop overrunning aircraft
 - d. Improved driver training for those with access to the movement area
3. Environment / Aviation Emissions. The Ministers urge the TPTWG to continue the work of the Aviation Emissions Task Force and support its related activities. The Ministers will continue to urge economies to implement new technologies such as PBN and ADS-B which are aimed to result in more efficient flight and thus reduce aviation emissions and promote fuel economy. The Ministers encourage the TPTWG to develop activities in support of these efforts.
4. The Ministers encourage the TPTWG to promote the sharing of safety data, including ramp inspection data.
5. The Ministers encourage economies to implement ICAO initiatives such as English lang. proficiency and SMS.

Air Services

In an environment of continued volatility and challenges to aviation, economies have achieved greater liberalization of aviation markets in the APEC region. Economies recognize the importance of continuing to aspire towards the Bogor Goals and will work together to enhance collective progress against the 8 Options for liberalized air services.

As air services are predicted to continue to grow in the region, economies are committed to improving performance for more competitive air services with fair and equitable opportunity as agreed by Leaders in 1994.

Aviation Security

Ministers expressed support for the work of the ICAO, in particular the second phase of ICAO's Universal Security Audit Programme , including a focus on aspects of state oversight or quality control. They noted the need for APEC to complement this important work, in particular for economies to assist each other to ensure high standards of compliance.

Ministers noted the need for economies to strengthen the human factors in security. People are an important asset in securing trade, and importance needs to be placed on training and quality control for those who work within the global transport supply chain.

Attachment 2

Final Emissions Language for APEC Leaders Statement, November 2008

At the 15th APEC Leaders Meeting in Sydney, the leaders recognized air transport's central role in the dynamic economic growth of the region, issued a Declaration on Climate Change, Energy Security and Clean Development dated 9 September 2007, and noted the trends of significantly higher fuel prices and their impacts on the sector and economies.

As a result, APEC Leaders reaffirmed the need for comprehensive international action to limit or reduce aviation's contribution to climate change, which is flexible, respects different domestic circumstances and capacities, and is based on mutual agreement and relevant international legal instruments.

The APEC Leaders also expressed support for the work of the Group on International Aviation and Climate Change at the International Civil Aviation Organization (ICAO), which is exploring aspirational goals and a menu of measures to address aviation emissions in a global framework. They reiterated their shared view that ICAO provides a unique leadership role to tackle this global challenge.

APEC Leaders encouraged further exploration of solutions under a multi-pillar approach for addressing aviation emissions, including: better scientific understanding and modeling; accelerated modernization of air traffic infrastructure; development of new, environmentally friendly aircraft and engine technologies; identification of alternative fuels, providing technology transfer, financial assistance, and capacity building to developing economies; and, where appropriate, market-based measures.

The Leaders took particular note of recent APEC efforts in this area, including a successful aviation-emissions seminar Kuala Lumpur, Malaysia, in April 2008, and formation of the Aviation Emissions Task Force that met in Auckland, New Zealand, in July 2008.

The APEC Leaders underscored the need for economies, industry, and relevant international organizations to collaborate to find solutions. They took particular note of the "green" flight trials that have taken place under the Asia South Pacific Initiative to Reduce Emissions (ASPIRE) partnership and for public-private efforts to identify commercially viable, environmentally friendly alternative fuels for aviation.

---- END ----

Attachment 3

Participants List

No.	Mr/Mrs/ Ms.	Name & Position	Organization, Phone	Email
1	Ms.	Vicki Harrison	FAA, 202-385-8894	vicki.harrison@faa.gov
2	Ms.	Emily White	FAA, 202-385-8070	emily.a.white@faa.gov
3	Mr.	Edward Ortiz	FAA, 202-385-8098	edward.ortiz@faa.gov
4	Mr.	Pyrasak Duangkaew	DCA, Thailand 66-2-286-2327	pyrasak@aviation.go.th
5	Mr.	Chih-Wen Fang	CAA, Chinese Taipei, 886--2-23496040	cfang@mail.caa.gov.tw
6	Ms.	Pei Yu Lee	CAA, Chinese Taipei, 886--2-23496024	peiyu@mail.caa.gov.tw
7	Ms.	Louisa Soon	CAA Singapore, 65-6541-2375	louisa_soon@caas.gov.sg
8	Mr.	Mikhail Maslov	Ministry of Transport of Russia, 7(495)626-1429	maslovmf@mintrans.ru
9	Mr.	Elena Batalova	Ministry of Transport of Russia, 7(495)626-4693	batalovaev@mintrans.ru
10	Mrs.	Arfiyanti Samat	DGCA Indonesia, 62-21-350-6661	arfisam@yahoo.com
11	Mr.	Kazunori Katsutani	JCAB Japan, 81-3-5253-8696	katsutani-k23f@mlit.go.jp
12	Mr.	Francis Cheng	Transport and Housing Bureau, Hong Kong China, 852-2189-7719	francis.chen@thb.gov.hk
13	Mr.	Wu Zhouhong	CAAC China	zh-wu@.gov.cn

14	Mr.	Jiang Rui	CAAC China	jiangrui@caac.gov.cn
15	Mr.	Yang Song	CAAC China	yangsong@caac.gov.cn
16	Ms.	Queenie Wong	Transport and Housing Bureau, Hong Kong China, 852-2189-7727	queeniewong@thb.gov.hk
17	Mr.	Eduardo Kapunan	CAAP Philippines, 632-91-8937-3141	redekapunan@gmail.com
18	Mr.	Donald Castillo	CAA Peru, 51-615-7800/51-995-05-1776	dcastillo@mtc.gob.pe
19	Mr.	Bruce Johnson	Ministry of Transport New Zealand, 64-4-439-9097	b.johnson@transport.govt.nz
	Mr.	Sang-Hoon Lee	Korea, Ministry of Land, Transport and Maritime Affairs, 82-2-2110-8103	shlee33@mltm.go.kr
21	Mr.	Yun Tae Hong	Korea, Ministry of Land, Transport and Maritime Affairs, 82-2-2110-8766	yuntae72@mltm.go.kr
22	Mr.	Yoon Chang Park	Korea, Ministry of Land, Transport and Maritime Affairs, 82-2-2110-8766	ycpark76@mltm.go.kr
23	Mr.	Hyun Kim	Korea, Ministry of Land, Transport and Maritime Affairs, 82-2-2669-6471	kimhyun@mltm.go.kr
24	Ms.	Keiko Yoshimi	JCAB Japan, 81-03-5253-8703	yoshimi-k2m7@mlit.go.jp
25	Mr.	Diding Suhardi	DGAC Indonesia	didings@cbn.net.id
26	Ms.	Maureen Ellis, General Manager, Aviation Environment	Department of Infrastructure and Transport, 02-62-74-8087	maureen.ellis@infrastructure.gov.au
27	Mr.	James Collett, General Manager, Aviation Security Operations	Department of Infrastructure and Transport, 61-2-6274-6981	james.collett@infrastructure.gov.au

28.	Mr.	Chutintorn Pongpairroj, Director of Air Traffic Surveillance Systems Engineering Dept.	AEROTHAI, 662-285-9448	chutin@aerothai.co.th
29.	Mr.	Bernard Lim, Director, International Relations and Security Division (AEG-SRV Vice Chair)	Ministry of Transport, Singapore 65-6375-2501	Bernard_lim@mot.gov.sg
30.	Mr.	Ong Chin Beng, Airport Manager, Aviation Security Division	Civil Aviation Authority of Singapore 65-6541-2651	Ong_chin_beng@caas.gov.sg
31.	Ms.	Jackie Raynor	Department of Infrastructure and Transport	jackie.raynor@infrastructure.gov.au