58th CONFERENCE OF
DIRECTORS GENERAL OF CIVIL AVIATION
ASIA AND PACIFIC REGIONS

Dhaka, Bangladesh
15 – 19 October 2023

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

RESPONSES FROM ADMINISTRATIONS TO ACTION ITEMS ARISING FROM THE 57th 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 57th Conference held in Incheon, Republic of Korea from 4 to 8 July 2022 developed a List of Action Items for follow-up by States/Administrations. The Conference had agreed by consensus that States/Administrations should submit a report to the ICAO Regional Office at least two months prior to the next (58th) Conference on the actions taken with respect to the Action Items. This Paper summarizes the responses received on the Action Items arising from the 57th Conference.

**RESPONSES FROM ADMINISTRATIONS TO ACTION ITEMS ARISING FROM
THE 57th 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 DGCA Conference discussions for follow up by States/Administrations 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 57th Conference held in Incheon, Republic of Korea in July 2022 formulated 36 Action Items. This Paper presents information on the follow-up activities undertaken by the States/Administrations in response to those Action Items.

2. DISCUSSION

2.1   By the State Letter Ref.: SN 2 (2023): AP115/23 (TC) dated 27 July 2023 issued by the ICAO APAC Regional Office, States/Administrations were requested to provide their response on the Action Items to the ICAO Regional Office as soon as possible, preferably before 15 September2023, so that these responses could be summarized in a Discussion Paper for presentation to this Conference. The List of Action Items is found at: https://www.icao.int/APAC/Meetings/Pages/DGCA57.aspx

2.2   At the time of finalizing this Paper on 14 October 2023, responses had been received from the following 13 States (Australia, Bangladesh, China, Fiji, India, Japan, Maldives, Nepal, Pakistan, Philippines, Republic of Korea, Singapore and Thailand) and one Special Administrative Region, i.e. Macao SAR China. This is 34% of the States/Administrations that the Asia Pacific Regional Office is accredited to.

2.3   A review of the responses received over the past seven years indicate that less than 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 realistic representation of the level of action taken at the regional level.

2.4   The responses received from the States/Administrations are included as Attachments to this Paper.

3. ACTION BY THE CONFERENCE

3.1   The Conference is invited to;

a) Note the information provided by States/Administrations on the follow-up of the Action Items developed by the 57th DGCA Conference; and

b) Encourage States/Administrations to be proactive in responding on the follow-up of Action Items developed by the DGCA Conference, to be presented to the next DGCA Conference

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RESPONSES FROM ADMINISTRATIONS

AGENDA ITEM 1: THEME TOPIC

Action Item 57/1	The Conference encouraged States/Administrations and industry organisations in the Asia Pacific region to share best practices and strengthen regional cooperation including in the areas of reviving air travel and enhancing manpower and operations to ensure a smooth traveller experience, aviation safety and sustainability.

Responses on Action Item 57/1

Australia	Australia supports regional efforts and the sharing of best practices in the areas of reviving air travel, enhancing human resources, and operations to ensure a smooth traveller experience, aviation safety and sustainability. Australia supported the outcomes of the High-Level Conference on COVID-19 (HLCC) as well as the HLCC 2021 Ministerial Declaration to ensure a smooth traveller experience. Australia also supported the Long-term Aspirational Goal (LTAG) for aviation sustainability and continues to support Pacific Small Island Developing States (PSIDS) through the Pacific Aviation Safety Office (PASO) in the area of aviation safety as air travel continues to revive. Australia continues to actively support Indonesia and Papua New Guinea through long-standing programs aimed at holistic aviation sector assistance.
Bangladesh	Bangladesh noted the importance of sharing Best Practices to strengthen regional cooperation and endeavours to follow it up.
China	China actively facilitates the steady and orderly recovery of international passenger flights. Chinese and foreign airlines may apply for launching and increasing international routes according to relevant requirements and procedures. CAAC will timely accept and review such applications to support economic and trade development as well as people-to-people exchanges.
Hong Kong, China	Hong Kong, China supports this Conference's recommendation, and encourages the sharing of safety information amongst States/Administrations and industry partners. To share best practices and strengthen regional cooperation at tackling the manpower challenges from the air traffic recovery after the pandemic, a multi-pronged approach is being adopted, including stepping up local recruitment efforts, deployment of automation technologies at the airport, etc. Hong Kong, China has also taken the opportunity to share the practices on COVID-19 related measures in both RASG/10 and RASG/11 and to share the latest works on aircraft reactivation and service resumption in preparation for traffic recovery in RASG/12. At the RASG/13 to be held in Hong Kong from 18 to 19 December 2023, Hong Kong, China will continue to share the experiences and best practices on post COVID-19 pandemic service resumption with our regional partners.

Macau, China	Macao, China supports the initiative and has actively participated in various ICAO regional and sub-regional meetings, working groups and cooperative forum to cooperate with other States/Administrations to ensure aviation safety and sustainability.
Fiji	Fiji supports this action item. Fiji has been coordinating with other States in the region on best practices for the recovery of aviation, this includes attendance at regional meetings, workshops and webinars.
India	Noted
Japan	Japan held bilateral policy dialogues with neighboring countries o share best practices and strengthen regional cooperation on various topics, including aviation safety.
Maldives	Maldives has removed travel restriction asscociated with COVID-19 and has noramilsed air travel with all the countries
Nepal	Noted and acted accordingly. Nepal shared such information as well as implemented best practices received from other States.
The Philippines	The Philippines through the CAAP works with the other Member States and industry organizations in the Asia Pacific Region in strengthening its regional cooperation in the areas of reviving air travel and enhancing manpower and operations to ensure a smooth traveler experience, aviation safety and sustainability.
Republic of Korea	The Republic of Korea has shared its best practices at the 41st session of Assembly and RASG-APAC, APRAST, and plans to introduce its policies to secure and retain airport personnel at DGCA 58.
Singapore	Four runs of the ICAO-Singapore DGCA Programme on Aviation were conducted in 2022-2023, to share best practices on reviving air travel post-pandemic. About 100 DGCAs and senior leaders attended the programme.
Thailand	Noted and Thailand is always willing to share our best practices if there is any request and it is our first priority to resume our air travel with the highest level of safety and security in mind.

Action Item 57/2 Noting the efforts and associated regional implementation support activities led by the ICAO during the COVID-19 pandemic to strengthen regional cooperation in support of reviving regional aviation, the Conference urged the States/Administrations to provide required resources to the regional efforts led by ICAO, including contributions in kind, in particular proposing secondees to the APAC Regional Sub-Office in Beijing, China.

Responses on Action Item 57/2

Australia	Australia is focusing on opportunities to enhance its longer-term aviation support in the Pacific, including enhancing regional safety, connectivity and sustainability outcomes. Australia continues to deliver assistance to regional partners, including via long-standing programs with Indonesia and Papua New Guinea. Australia provides financial and technical assistance to PSIDS including through PASO. Australia participates extensively in many ICAO activities in the region including the COSCAP-SEA and FPP and will continue to support ICAO's ongoing efforts in these forums.
Bangladesh	Bangladesh agrees to provide required resources to the regional efforts led by ICAO
China	CAAC supports the operation of ICAO APAC RSO through funding and human resources, continuing its donation of RMB 3.6 million per year and sending 4 secondees to RSO since 2022.
Hong Kong, China	Hong Kong, China takes note of the efforts made by ICAO and associated regional implementation support activities led by the ICAO during the COVID-19 pandemic to strengthen regional cooperation in support of reviving regional aviation. Hong Kong, China contributed as an Active Participating Administration in APAC Flight Procedure Programme aiming at assisting States to develop sustainable capability in the IFP design. For the CASP-AP programme, Hong Kong, China has been making contributions from Phase I to current Phase IV. To support ICAO, Hong Kong, China seconded staff to the AGA and CNS sections of the ICAO APAC Office in Bangkok and is now proposing a secondee, pending ICAO RO's reply.
Macau, China	Noted.
Fiji	Fiji supports this action item. Fiji has offered to host the Office of the Pacific Small Islands Developing States Liaison Officer (PLO) and second an administration officer to assist when the PLO takes office. Fiji hosted the recent APAC Civil Aviation Master Planning (CAMP) training in April 2023 and has agreed to host the State Aviation Plan for reduction of greenhouse gas emissions in September 2023.
India	Noted
Japan	Noted.
Nepal	Nepal is ready for secondment for future opportunities.
Pakistan	Though previously CAA officers have been engaged in ICAO Regional offices but currently there is no such provision to provide resources.

The Philippines	The Philippines recognizes the efforts and associated regional implementation support activities led by the ICAO during the COVID-19 pandemic to strengthen regional cooperation in support of reviving regional aviation.
Republic of Korea	The Republic of Korea is providing contributions to ICAO SAFE Fund, AVSEC Fund, CASP-APAC and APAC FPP. Also, we are offering technical personnel to ICAO APAC Regional Sub-office
Singapore	Singapore continues to support the regional efforts led by ICAO on reviving regional aviation.
Thailand	CAAT is willing to support ICAO in all its activities and CAAT has two of our technical officers working at a secondees at ICAO APAC. 1.Ms. Matima Ariyachaipanich Flight Safety Officer (P-4) 2.Mr. Wisarut Chinwipat Aerodromes and Ground Aids Officer (P-3)

Action Item 57/3   Recognizing the importance of cooperation among States/Administrations and regions to promote movement among States including easing quarantine procedures to recover global demand for aviation, the Conference encouraged Member States/Administrations to resume bilateral aviation talks and strengthen cooperation among aviation authorities.
Responses on Action Item 57/3

Australia	Since March 2023, Australia has had no COVID-19 related border measures for travellers entering or leaving Australia. Australia has held bilateral aviation discussions with a number of aviation authorities to support market growth and strengthen cooperation among aviation authorities, including with Pacific island countries, leading to enhanced air services arrangements.
Bangladesh	Bangladesh has already resumed bilateral aviation talks to strengthen cooperation among the aviation authorities.
China	Since the beginning of this year, the Chinese Government has continued to optimize its policies on visas and customs health declaration procedures to facilitate the movement of people between China and foreign countries. CAAC has held talks with CAAs including those in the Asia-Pacific region, to promote the resumption of international flights and the further expansion of air traffic rights arrangements.
Hong Kong, China	Regarding passenger movement, transit/transfer services for passengers to/from Mainland China and overseas destinations via Hong Kong International Airport had fully resumed in January 2023. Hong Kong, China has removed all pre-departure and post-arrival quarantine and testing requirements. Hong Kong, China will continue to closely monitor the progress of resumption of air traffic and bilateral aviation talks to strengthen cooperation among adjacent aviation authorities.
Macau, China	Macao, China recognizes the importance of cooperation and has closely cooperated with other States/Administrations to promote movement to recover global demand for aviation.
Fiji	Fiji supports this action item.
India	Noted

Japan	Japan has resumed bilateral talks and policy dialogue and is working to restore aviation demand.
Maldives	Maldives has resumed bilateral regotiations to promote air transport services with other States and have concluded 4 air transport agreements and 2 MoUs related to air services since 2020
Nepal	Nepal engaged with various agencies for the restoration of aviation activities.
Pakistan	a)At present, Pakistan has lifted all COVID related restrictions and currently no impediments exist on flight operations to/from Pakistan as related to COVID. b)Discussions are undertaken with our bilateral Partners as and when required to explore avenues of further cooperation in Civil Aviation.
The Philippines	Recognizing the importance of cooperation among States/Administrations and regions to promote movement among States including easing quarantine procedures to recover global demand for aviation, the Philippines through the Department of Transportation, Civil Aeronautics Board and CAAP resumed the bilateral aviation talks and strengthen cooperation among aviation authorities
Republic of Korea	All quarantine measures of the Republic of Korea have been lifted. For normalization of international flight, bilateral aviation talks (or working-level meetings) and cooperative meetings with countries, including Kuwait, Indonesia and Japan, have been completed or underway.
Singapore	Singapore has been actively engaging Asia Pacific States/Administrations to strengthen cooperation and restore connectivity bilaterally.
Thailand	During the COVID-19 pandemic, CAAT had conducted bilateral online meetings with other Civil Aviation Authorities to discuss issues concerning aviation relations and the reduction of obstacles relating to international air travel. As for multilateral stage, CAAT has continuously partaken in several regional dialogues on aviation operations via online platforms. Having returned to the state of normalcy, Thailand has engaged in negotiations with different countries to enhance aviation cooperation with a view to strengthening air services ties between countries.

AGENDA ITEM 3 : AVIATION SAFETY

Action Item 57/4	The Conference
	a) encouraged States/Administrations to promote expanding the scope of voluntary reporting to include precursor events and the successful deployment of Threat and Error Management countermeasures by pilots as part of the State Safety Programme and Safety Management Systems;
	b) requested States/Administrations to consider using the ICAO Competency Based Training Assessment framework as a basis for developing a taxonomy to facilitate the effective analysis of precursor events and safety occurrences involving pilot errors to identify deficiencies in pilot competency;
	c) requested relevant International Organisations to consolidate the analyses of pilot errors by States and industry, to provide insights and training recommendations for the enhancement of pilot competencies; and
	d) encouraged the collaborative sharing of emerging safety trends and interventions related to pilot competency through existing regional sharing programmes and ICAO communication channels.

Responses on Action Item 57/4

Australia	Australia supports relevant international organisations consolidating analyses of pilot errors, providing insights and training recommendations for the enhancement of pilot competencies, and for these insights to be considered by relevant ICAO panels and working groups, where appropriate, in completing their work.
Bangladesh	(a) Bangladesh has already included in its SSP the deployment of Threat and Error Management countermeasures by pilots, as a part of promotion of expanding the scope of voluntary reporting;
	(b) Bangladesh supports the use of ICAO Competency Based Training Assessment framework to develop Taxonomy for the effective use of precursors and safety occurrences to identify deficiencies in pilot competency;
	(c) Bangladesh welcomes the insights and training recommendations for the enhancement of pilot competencies;
	(d) Bangladesh supports collaborative sharing of emerging safety trends and interventions related to pilot competency through existing regional sharing programmes and ICAO communication channels.
China	The Sino Confidential Aviation Safety reporting System (SCASS) has been established since 2004 to collect information on safety hazard, deficiency and recommendations other than mandatory occurrence reporting.CAAC has clearly required the use of CBTA framework and TEM model to analyse unsafe events, and the results of which should serve as evidentiary input for the development of recurrent training. The Training Criticality Survey has been formed based on CBTA framework and TEM model to identify key training needs for China civil aviation's pilots in corroboration with analysis provided by IATA.

Hong Kong, China	To enhance training effectiveness, Hong Kong, China has started to introduce and incorporate Competency Based Training Assessment (CBTA) and Threat and Error Management (TEM) in their pilot/personnel training programmes. The framework and methodology will continue to evolve and advance in light of the safety data and operational and training experience gained. Hong Kong, China will continue to keep in view the latest development and study the feasibility of using information obtained from voluntary reports on precursor events and emerging safety trends and interventions for incorporation in the relevant training. Hong Kong, China will keep in view any upcoming amendments of Annex 19 and make proposal for enhancement to the ASOR configuration where appropriate. In the meantime, with the introduction of the ASOR since Nov 2022, flight operations related occurrence reports have been analysed with the use of a standardized list of contributory factors with reference to the ADREP taxonomy for "causal and contributory factors". Assessors of occurrence reports will be encouraged to refer to the ICAO Competency Framework as stipulated in ICAO Doc 9868 (Appendix 1 to Chapter 1) for identification of deficient competency markers particularly for occurrence reports involving observable errors relating to human factors.
Macau, China	Macao, China will encourage service provider to expand the scope of voluntary reporting with precursor events, urge air operators to apply TEM methodology in flight operations, and promote CBTA crew training to air operators.
Fiji	Fiji supports this action item. Fiji's State Safety Programme and SMS is currently under review and will expand the scope of voluntary reporting to include precursor events and the successful deployment of Threat and Error Management countermeasures by pilots.
India	(a) DGCA has published Rule 29F of Aircraft Rules 1937 on Voluntary Safety Reporting System(VSRS) and Air Safety Circular 02 of 2015 provide guidance on precursor events under VSRS (b) DGCA India has already stipulated regulations pertaining to Competency Based Training Assessment framework under CAR 7/B/XX.
Japan	a) Japan recognizes the importance of voluntary reporting and continues to promote active reporting. b)～d) Noted

Maldives	(a) Regulation on Occurrence Reporting includes voluntary reporting. (b) Work in progress (d) Rule in NPA stage
Nepal	(a) VIRs in active deployment mode in Nepal. Reports in VIR acted upon. (b) ICAO taxonomy fully complied in Nepal. (c) & (d) Engaged with OEMs for the standardization of pilots' competency with regional cooperation approach.
The Philippines	The CAAP: a) will establish voluntary reporting system and will develop training programs including analysis of event and precursors as part of the safety promotion for SSP. b) CAAP has considered using the ICAO Competency Based Training Framework by issuing AC 001-2023 Teaching and Assessing Non-Technical Skills for Single Pilot Operations. CAAP has yet to develop a taxonomy to facilitate the effective analysis of precursor events and safety occurrences involving pilot errors to identify deficiencies in pilot competencies. c) supported the request for relevant International Organizations to consolidate the analyses of pilot errors by States and industry, to provide insights and training recommendations for the enhancement of pilot competencies; and a)supported the collaborative sharing of emerging safety trends and interventions related to pilot competency through existing regional sharing programmes and ICAO communication channels.
Republic of Korea	The Republic of Korea has expanded the collection of safety data on precursor events for improved risk management process in aviation, and has carried out the following state-level activities to enhance voluntary reporting; a) Education and promotion of the safety reporting system for airlines and training institutions (quarterly) b) Providing legal protection to those who make a safety report c) Exploring ways to improve the reporting system and encourage safety reporting through private- public workshop

Singapore	Singapore's scope of voluntary reporting includes hazards and precursor events. Singapore has adopted ICAO's CBTA framework, and which is augmented by insights gained from hazard and occurrence reports. Singapore has worked with the SEI WG and SRP WG at APRAST to improve data sharing, including through our recent working paper on collaborative, data driven approaches to safety occurrences.
Thailand	a) Thailand has established the Requirement on Occurrence Reporting which includes VOR as well as Voluntary reporting has been actively promoted through various communication channels with the aviation industry. Measures to encourage reporting include featuring Foreword messages in CAAT's Annual Safety Reports and consistently emphasizing the importance of Just Culture to simulate reporting voluntarily during the opening remarks of Operational Task Force Meetings. b) In May 2023, 10 Flight Operation Inspectors already attend the CBTA course which organized by the Boeing Company. Referring to Thailand Civil Aviation Regulation (TCAR) PEL, the flight training schools are to apply CBTA in their training course which will be in effect on 3rd December 2023 onward. PEL inspectors have already undergone the Oversight CBTA course conducted by ICAO instructor. c) N/A d) ICAO APAC is currently developing a channel for information sharing.

Action Item 57/5   The Conference urged States/Administrations to:
a)   continue efforts in promoting the right environment and a positive safety culture through the consistent high-level leadership commitment;
b)   Strengthen collaboration to share and exchange best practices in developing and promoting a positive safety culture; and
c)   Continue efforts with strong commitment from top management to cultivating trust and respect between personnel and management for effective safety management.
Responses on Action Item 57/5

Australia	Australia notes the important role played by high-level leadership to drive a positive safety culture. Australia maintains an active role in promoting positive safety culture through participation in the ICAO Safety Management Panel and Working Groups, as well as the Safety Management International Collaboration Group. Australia will continue to support regional capacity building efforts and promoting positive safety culture through participation in the RASG-APAC and its subsidiary bodies. Australia recognises the important role played by management in promoting a positive safety culture. Australia maintains an active role in developing the maturity of SMS through CASA participation in the ICAO Safety Management Panel and Working Groups, as well as the Safety Management International Collaboration Group.
Bangladesh	Bangladesh Safety Policy in State Safety Programme provides high level commitment for promoting positive safety culture in the State. Bangladesh agrees to promote a positive safety culture with strong commitment from top management to cultivating trust and respect between personnel and management for effective safety management.
China	CAAC strengthened the building of safety culture through top-level design by issuing Opinions On Strengthening The Construction Of Civil Aviation Safety Culture In The New Era and organizing relevant activities such as promotions and trainings. During SMP/6 held in May 2023, CAAC shared its ideas, practices and experiences of safety culture with fellow panelists. CAAC advocated the establishment of science-based, rational, fair and equitable reward and punishment mechanism for improving personnel enthusiasm and safety level.

Hong Kong, China	Hong Kong, China is dedicated to promoting a positive safety culture and committed to safety leadership in international forums through active participation and chairmanship in various ICAO safety related meetings and working groups, such as the RASG-APACs, or safety related working groups organized by other international industry organisations, such as IATA, CANSO, ACI. Locally, aviation authorities have established communication forums and suggestion schemes to cultivate and promote trust, safety culture and just culture both internally and to the local aviation industry. Also, Hong Kong, China has published the document - CAD 712 Safety Management System (SMS) which is a guide to air operators, international non-public transport operators, maintenance organisations and flying training organisations for the implementation of SMS. A just culture is evident, which is reflected through the readiness by operators in the reporting of low-level safety events to CAD through the MOR or other occurrence reporting system. Hong Kong, China will continue to closely collaborate with the industry, stakeholders and other aviation authorities on measures and actions to enhance positive safety / just culture and promote safety reporting culture, through safety meetings, briefing, FON, AWO SIB, etc.
Macau, China	Macao, China has regularly organized SMS workshops and Safety Manager meetings with aviation industry to promote the importance of safety leadership and positive safety culture for effective safety management.
Fiji	Fiji supports this action item. Fiji's State Safety Programme and SMS is currently under review. This will promote a positive safety culture through leadership commitment, sharing best practices and cultivating trust and respect between personnel and management for effective safety management.
India	India's Safety Policy in State Safety Programme provides high level commitment for promoting positive safety culture in the State. Also CAR Section 1 Series C Part I requires service providers to implement positive safety culture in their respective organizations.
Japan	a) Japan understands the importance of senior management commitment and has included the commitment of Director General of Civil Aviation Bureau in the SSP document. b) Japan shares and exchanges best practices on the Aviation Safety Information Portal with the domestic stakeholders. c) Japan will continue to promote awareness of its commitments.
Maldives	Efforts continuing
Nepal	(a), (b) & (c) System developed and implemented with periodic review and workshops with collaboration from national and international agencies.

Pakistan	a)SSP provided online systems for MOR, VOR and SDCPS. b) FDM will be added in the system (under preparation). Same is applicable for FSD c)For Threat and Error management (TEM) sessions have been included in Basic ATC course for ATCO Trainings. d) For pilots TEM is covered in Human Performance course as part of License examination. SMS orientation course is also done by airlines/ Operators. Simulator training covers aircraft emergencies and LOFT training. CRM course include procedures for pilot error corrections. e)Not Yet. EBT training based on safety reporting in development phase. f)Cultivating trust and respect between personnel and management is crucial for effective safety management. HR plays a vital role in facilitating this process and also ensure that the commitments from top management translates to tangible actions and outcomes.HR organize safety training programs that emphasize the importance of safety management and provide the knowledge & skills necessary to maintain a safe work environment. g)By investing in training, HR demonstrates a commitment to employees 'well-being and safety. Around 8 SMS trainings were availed by 87 employees of PCAA.
The Philippines	The CAAP: a) is continuously promoting the right environment and a positive safety culture through the consistent high-level leadership commitment; b) strengthens its collaboration to share and exchange best practices in developing and promoting a positive safety culture through conducting trainings and workshops; and c) top management is highly committed in cultivating positive safety culture.
Republic of Korea	To affirm the need of a positive safety culture and the willingness of high-level leadership to achieve it, the Republic of Korea annually hosts Aviation Safety Committee joined by the government and private airlines at the end of the year. We continue to make efforts to create a positive safety culture by organizing safety culture-related forums, including workshops and seminars, and encouraging participation of airlines, helicopter operators and air navigation service providers.

Singapore	Singapore acknowledged that strong safety leadership and positive safety culture are integral to upholding high levels of aviation safety. Singapore continues to emphasise their importance through safety promotion efforts, and close collaborations with industry partners to strengthen safety culture and leadership, and to promote an environment that encourages more voluntary occurrence reporting. To monitor and strengthen positive safety culture in Singapore, CAAS launched the Singapore Aviation Sector Safety Culture Survey, the first aviation sector-wide longitudinal safety culture survey in 2023.
Thailand	a) - c) Thailand by CAAT conducts the National Civil Aviation Safety Board (NCASB) meetings three times a year. The meetings are chaired by the DGCA and bring together management-level delegates from various sectors of the aviation industry including air civil, military, marine and States sectors. The NCASB serves as a platform for collaboration and knowledge exchange, cultivating a comprehensive approach to aviation safety in Thailand as well as State safety policy, was endorsed by Civil Aviation Board (CAB), encourage all aviation organisations in Thailand to have positive safety culture. In response to high-risk categories, dedicated Operational Task Force teams have been established to tackle significant safety issues in Thailand. The teams comprise representatives from all relevant sectors, working collaboratively to identify hazards and develop effective measures. The platform has also been utilized to communicate and promote a positive mindset on Just culture, involving top management, with the aim of reducing occurrence rates in Thailand.

Action Item 57/6   The Conference agreed that States/Administrations engage in collaborative approach for FDA parameters while promoting collaborative assessment on safety risks for prevention of runway excursions.
Responses on Action Item 57/6

Australia	Australia thanks India for updating the Conference of the status of runway excursions in India and the effective measures they've taken for their mitigation.
Bangladesh	Noted
China	Well Noted.

Hong Kong, China	Hong Kong, China has been actively participating and supporting ICAO in this aspect of safety work, particularly through the Asia Pacific Regional Aviation Safety Group (AP-RASG). It is noted that along with the Global Aviation Safety Plan (GASP), the AP-RASG has identified Runway Excursion (RE) as one of the high-risk categories of occurrences (G-HRC) in the region. Hong Kong, China will continue to work closely with the AP-RASG in this respect. More deliberation is expected to be held on the methodology to conduct collaborative assessment on safety risks based on FDA parameters. Hong Kong, China will continue to provide expertise and support in this regard.
Macau, China	Macao, China currently requires air operators to monitor events of unstabilised approaches and heavy landings by means of safety performance monitoring, and will encourage air operators to explore more FDA parameters for sharing with entities such as local runway safety team to prevent runway excursion.
Fiji	Fiji supports this action item.
India	Noted
Japan	Noted
Maldives	Rulemaking ongoing
Nepal	Collaboration is on with consultation with regional as well as global partners, including OEMs.
Pakistan	FDM will be added in the SDCPS system. (Under Consideration)
The Philippines	The CAAP established Local Runway Safety Team (LRST) in every airport with the involvement of airport stakeholders
Republic of Korea	For prevention of runway excursions, the Republic of Korea has closely collaborated with air traffic control centers, airport corporations and airlines, and utilized FDA parameters of airlines for assessment on safety risks.
Singapore	Singapore noted that unstablised approaches remains the main contributing factor to runway excursions globally. We continue to track these events closely through our safety data analysis programme and share trends, contributing factors, and effective mitigations with our AOC holders, ANSP and aerodrome operator through established information sharing channels.
Thailand	To enhance safety and information sharing among concerned authorities, a Memorandum of Understanding (MoU) has been signed between the Aircraft Accident Investigation (AAIC), the Office of the National Search and Rescue Committee (the Office of NSARC), and CAAT on Notification of Aircraft Accident and Incident, Investigation, Search and Rescue of Aircraft in Distress, and Exchange of Safety Data and Safety Information. The MoU was signed on 8th June 2023. As a result, FDA parameters and any crucial information can be obtained from air operators for more accurate data analysis during accident investigations of runway excursions and other accidents/serious incidents. However, assessment on safety risk of runway excursion still do not use the FDA parameter as usual, only on request which particular significant occurrence.

Action Item 57/7	The Conference encouraged States/Administrations to share their experiences and opinions in implementing their SSPs and developing NASPs.
	Responses on Action Item 57/7
Australia	ICAO undertook an SSP-IA of Australia in September 2023 and Australia will start reviewing and updating its current SSP and NASP towards the end of this calendar year. Australia is open to discussing its experiences and opinions in implementing its SSP and NASP, as well as its recent SSP-IA experience, with States. A public version of Australia's SSP-IA report will be available on the USOAP-CMA portal in due course as part of sharing of Australia's SSP and NASP experience.
Bangladesh	Bangladesh is ready to share its experience in implementing SSPs and NASPs when so requested by other States.
China	CAAC self-evaluated its SSP implementation using the implementation checklist recommended by ICAO APAC RO and submitted the result. The translated Special Plan for Civil Aviation Safety during the 14th Five-year Plan Period has been published on ICAO website for information sharing with the international civil aviation community.
Hong Kong, China	Upon ICAO's invitation, Hong Kong, China shared its SSP implementation journey in the ICAO SSP Workshop held on 2-4 Aug 2023. During the Workshop, Hong Kong, China highlighted that our SSP was fully implemented in 2017. Besides, the safety performance of the aviation sector was reviewed quarterly with the aim of early identification of any possible trends or issues. The NASP for Hong Kong, China is being prepared, and targeted to be published in late 2023.
Macau, China	Macao, China has referred to the ICAO Documents and the AP-RASP to develop the Macao Aviation Safety Plan with one of the goals to implement an effective SSP.
Fiji	Fiji supports this action item. Fiji's State Safety Programme is currently under review, following which the National Aviation Safety (in draft) Plan will be finalised. We will endeavour to share our experience on this in future ICAO meetings and workshops.
India	India participated in ICAO regional office organized SSP Implementation Seminar held on 02-04 Aug 2023. India as one of the speaker state/panel member shared its experiences and opinions in implementation of SSP- India and developing & implementing National Aviation Safety Plan.
Japan	Japan is sharing experiences in SSP and exchanging opinions related to the development of NASP on a bilateral basis.
Maldives	SSP document, NASP all published and shared with ICAO
Nepal	Collaboration is on with consultation with regional as well as global partners, including OEMs.

Pakistan	NASP has been developed and submitted to ICAO last year within the time line. Further actions from regulators and service providers are under progress
The Philippines	The CAAP conducts stakeholders" meetings with airport operators and air operator's certificate holders in implementing SSPs and NASPs.
Republic of Korea	The Republic of Korea shared its experience in establishment and implementation of SSP at Seminar on SSP Implementation held in ICAO APAC Regional Office from 2 to 4 August, 2023.
Singapore	Singapore shared its experience and lessons learnt in implementing its SSP and NASP at an APAC Safety Seminar on SSP Implementation on 2-4 Aug 2023 in ICAO Regional Office.
Thailand	In April 2019, Thailand published SSP document which comprehensively outlines the policies, processes, and governance related to the country's aviation safety management at the state level. CAAT has introduced the first edition of Thailand Aviation Safety Action Plan (TASAP) as National Aviation Safety Plan (NASP) edition 2021-2023 in Aug 2021. In SEARAST/ AP-RAST meeting, Thailand was shared the experience in implementing SSP and developing TASAP. During the annual Singapore – Thailand Dialogue on Aviation Cooperation, the information on SSP Implementation has been shared between the two countries.

Action Item 57/8   The Conference encouraged States/Administrations to use the Return to Service (RTS) Check list, after improving it as necessary, in order to evaluate operator's readiness to aircraft RTS in post pandemic operations.

Responses on Action Item 57/8

Australia	Australia required operators to submit a Safety Risk Management Plan (SRMP) detailing their Return to Service Plan as part of their submission.
Bangladesh	Noted
China	Lists of common malfunctions and risks for grounded aircraft associated with continued airworthiness have been developed. CAAC has urged transport airlines to establish and improve management plans for grounded aircraft and conducted special inpections.

Hong Kong, China	Hong Kong, China supports the recommended action. Since 2020, Hong Kong, China has engaged the industry on its preparation for service recovery, including the recovery of aircraft outside Hong Kong and monitoring the competency of crew and ground staff. FON 23/2021 titled RETURNING AIRCRAFT TO SERVICE FROM 'EXTENDED PARKING' was issued to provide operators with guidelines on the safety concerns that may arise as aircraft and personnel are prepared for return to service. To ensure a safe and orderly recovery, operators are required to develop a resumption plan and provide an update to Hong Kong, China on a monthly basis. In addition, Airworthiness Notice AN No. 111A 'RE-ESTABLISHMENT OF AIRCRAFT OPERATIONS AFTER LONG TERM PARKING OR STORAGE' was issued to promulgate a checklist for operators. This AN is established with reference to IATA 'Guidance for Managing Aircraft Airworthiness for Operations During and Post Pandemic'; FAA 'Safety Alert for Operators (SAFO) 21003' and EASA 'Return to service of aircraft after storage: Guidelines in relation to the COVID-19 pandemic'. Hong Kong, China submitted a paper to RASG/12 to share on our practices and experience in relation to RTS with the region through RASG. Hong Kong, China will continue to monitor the RTS for safe flight operations. At the RASG/13 to be held in Hong Kong from 18 to 19 December 2023, Hong Kong, China will continue to share our experiences and best practices on post COVID-19 pandemic service resumption with our regional partners.
Macau, China	Macao, China monitors Macao operator's maintenance responsibilities during audits, and the RTS check list items have been covered by these audits.
Fiji	Fiji supports this action item.
India	India has issued detailed guidance for RTS
Japan	During the period of aviation demand recovery after the pandemic, through meetings with airlines and other occasions, Japan reminded airlines of the human errors during the maintenance after storage and reliable implementation of the maintenance, in order to put the airplane return to service, Japan also made them aware of the following EASA guideline. ※The EASA guideline has been published on the following URL https://www.easa.europa.eu/en/newsroom-and-events/news/easa-published-guidelines-return-service-aircraft-storage-relation-covid-0
Nepal	Nepal instructed the air operators to follow the instruction from respective manufacturers of aircraft.
The Philippines	The CAAP has been using the Return to Service (RTS) Check list, wherein its provisions are found under the Philippine Civil Aviation Regulations (PCAR) 6.5.16.

Republic of Korea	The Republic of Korea has developed and implemented "Safety Management Guidelines for Recovery of International Flight Operations". We also improved the checklist for safety oversight in change management by using RTS Check list and carried out regular safety oversight for recovery of international flight operations based on it.
Singapore	To support the ramp-up of air operations to pre-pandemic levels, the CAAS has increased its frequency of safety oversight activities on the airworthiness of aircraft that are returned to service following prolonged parking, through close monitoring of the aircraft reliability programme.
Thailand	Thailand by CAAT developed and implemented the Return to Service (RTS) checklist based on the EASA/IASA guidance. This checklist is used together with the manufacturer's continued airworthiness instruction in the evaluation to ensure the readiness of the operator in aircraft RTS in the post pandemic time.

Action Item 57/9   The Conference requested ICAO to consider providing additional guidance materials for the safety issues and related risk mitigation measures about safe recovery of flight operations and build a platform and/or hosting conferences to support active information sharing among stakeholders.

Responses on Action Item 57/9

Australia	Australia notes the Action Item.
Bangladesh	Noted
China	CAAC joined the AP SHARE Demonstration Project in July 2018, joined the OVSG in 2021, and shared its safety experience on SMI platform.
Hong Kong, China	Hong Kong, China supports the recommended action. Further to the responses to Action Item 57/8, Hong Kong, China stands ready to share such experiences with the international aviation community. Hong Kong, China will also keep in view any additional guidance provided by ICAO in this respect.
Macau, China	Noted.
Fiji	Fiji supports this action item.
India	Noted
Japan	Noted
The Philippines	The CAAP supports the request for ICAO to consider providing additional guidance materials for the safety issues and related risk mitigation measures about safe recovery of flight operations and build a platform and/or hosting conferences to support active information sharing among stakeholders.

Thailand	Noted. Thailand by CAAT will publish 2 Guidance Materials: 1) Loss of Control Prevention and Upset Recovery and 2) Runway Incursion Prevention. Both have an expected due date on 31 December 2023.

Action Item 57/10   The Conference urged States/Administrations to:

a)   focus resources and efforts on strengthening their safety oversight in supporting safe recovery of air travel;

b)   effectively implement State Safety Programmes in a timely manner;

c)   strengthen the implementation of safety management systems in their aviation industry;

d)   implement the safety enhancement initiatives and fulfil the targets contained within the Asia-Pacific Regional Aviation Safety Plan, including those in the 2018 Beijing Declaration; and

e)   implement and support regional capacity building efforts including under the RASG-APAC and its subsidiary bodies, and where relevant, the COSCAPs.

Responses on Action Item 57/10

Australia	Australia recently updated its National Oversight Plan (NOP), a comprehensive strategy addressing relevant ICAO critical elements, ensuring a consistent and effective approach is applied to aviation safety and regulatory compliance within Australia. Australia has had an SSP since 2011 with its most recent update in 2021. ICAO has recently undertaken an SSP-IA of Australia. Australia's SSP and NASP will be updated towards the end of this calendar year and will continue to take into account the objectives of the Asia Pacific RASP and the Beijing Declaration. Australia has strengthened the implementation of safety management systems (SMS) in its aviation industry by promoting the benefits of SMS to all aviation organisations through an array of guidance material and other publications. Australia has also extended the applicability of SMS regulations to authorisations beyond that required under Annex 19, such as to domestic air transport operators and certain aerial work operators. Australia supports regional capacity building efforts, including those under the RASG-APAC and its subsidiary bodies, and is a partner state in the COSCAP-SEA.

Bangladesh	(a) Bangladesh attaches due importance in strengthening its safety oversight in the support of safe recovery of air travel; (b) Bangladesh is committed to implement the SSP in a timely manner; (c) The implementation of SMS by service providers is verified through Surveillances/ audits; (d) Bangladesh is committed to implement the SEIs as contained in the AP-RASP, including those in the 2018 Beijing Declaration. CAAB has also published first edition of NASP 2021-2023. (e) Bangladesh is an active promoter of regional capacity building efforts under the RASG-APAC, its subsidiary bodies, and the COSCAPs.
China	CAAC developed working plans and checklists, established communication mechanism with foreign airlines on apron oversight, exchanged information with foreign CAAs and taken measures on airlines identified with issues to ensure the safety of international operation. CAAC self-evaluated its SSP implementation and made update efforts using the implementation checklist recommended by ICAO APAC RO, and listed the revision of State Safety Programme of China relating to Civil Aviation in the annual work plan. CAAC developed Guidance Opinion on Implementing Civil Aviation Safety Responsibility and amended Measures for Administration of Reviewing SMS in Civil Aviation, organized the evaluation of SMS review training institutions and carried out training and evaluation for SMS reviewers. Well noted and CAAC is making efforts.

Hong Kong, China	In Hong Kong, China, the SSP was fully implemented in 2017 and the effectiveness of SSP as well as safety performance of the aviation sector was reviewed regularly with the aim of early identification of any possible trends or issues through audits and inspections. Aviation stakeholders such as Airport Authority Hong Kong, air operators, maintenance organisations, etc., have been implementing robust Safety Management System, which is subject to continuous assessment and regulatory oversight by the HKCAD, through audits and inspections to confirm its compliance with the applicable requirements and regulations. Hong Kong, China will continue to support regional capacity building efforts & other safety related initiatives under the RASG-APAC (and its subsidiary bodies) and COSCAP, including but not limited to, capacity building and the implementation of the various Safety Enhancement Initiatives (SEIs) under the AP-RASP. Further to the responses to Action Item 57/8 and 57/9, on COVID recovery, Hong Kong, China has worked with industry partners to meet the travel demand growth while maintaining aviation safety and facilitating an orderly return of air transport demand and operations. Hong Kong, China will continue to closely monitor airlines' resumption plans with enhanced safety oversight and surveillance programmes. In ATC domain, simulator sessions were arranged for air traffic controllers in which traffic volumes and complexity are comparable to the pre-pandemic situations in order to maintain the proficiency of the controllers. Also, as ANSP, Hong Kong, China supports regulator 's implementation of SSP and safety enhancement initiatives, as appropriate. On the recovery of air travel, Hong Kong, China's efforts in ensuring the safety of RTS are detailed in Action Item 57/8. We stand ready to share such experiences with the international aviation community, through either the RASG or COSCAP platforms.
Macau, China	Macao, China has taken into account these items when developing the Macao Aviation Safety Plan for relevant implementation.

Fiji	Fiji supports this action item. Fiji implemented a robust safety oversight plan to ensure a safe restart to aviation operations. Fiji's State Safety Programme is currently under review. The National Aviation Safety Plan currently in draft will be finalised once the SSP review is complete and this will include the targets contained within the APAC Regional Aviation Safety Plan and the 2018 Beijing Declaration. Fiji hosted the recent APAC Civil Aviation Master Planning (CAMP) training in April 2023 and has agreed to host the State Aviation Plan for reduction of greenhouse gas emissions in Sep 2023.
India	(a)DGCA has published second edition of NASP 2018-2022. The performance of SPIs mentioned in NASP is being monitored annually in the form of Annual Safety Review. The third edition of NASP is in process. (b)The implementation of SMS by service providers is verified through Surveillances/ audits. (c)DGCA India has implemented all SEIs identified within AP-RASP
Japan	Japan understands that maintaining a high-level aviation safety is essential, and has stated in the SSP document that Japan will further improve safety in anticipation of a recovery in demand for air travel. b) Japan implements the SSP in a timely and efficient manner and conducts a periodic review once a year. c) Japan is working to improve the quality of the SMS by encouraging service providers to set safety performance indicators and safety performance targets that are directly linked to efforts to improve safety, and to strengthen the SMS through seminars, audits, and other activities. d) Japan plans to develop NASP by 2024. e) Noted
Maldives	(b/c) Rulemaking completed, SSP document published, tools developed, staff trainined, OJT provided to inspectors. Industry assessments ongoing.
Nepal	(a), (b), (c), (d) & (e) Nepal took active role in above actions and majority of them completed and are in progress.

Pakistan	a)Pakistan is committed to strengthen Safety Oversight System, and in this regard matter is in draft stage to include in primary aviation legislation. b)No Comments c)No Comments d)No Comments e)Pakistan CAA fully support in strengthening the regional capacity building and under the COSCAP-South Asia Capacity Building Mission (SACBM) Pakistan CAA has rendered its services to South Asian countries and will continue its support with all dedications & commitment. f)(SSP) NASP in line with RASP has been prepared and circulated within the time line. Recently exclusive safety inspectors approved for strengthening the safety oversight and SMS implementation during AOC and inspections along with regulators.
The Philippines	The CAAP: a)focuses its resources and efforts on strengthening their safety oversight in supporting safe recovery of air travel; b)effectively implement State Safety Programmes in a timely manner by following the approved timelines in the Implementation Plan; c)strengthens the implementation of safety management systems in the aviation industry by increasing collaboration with other States in the region through ICAO APAC initiatives; d)implements the safety enhancement initiatives and fulfil the targets contained within the Asia-Pacific Regional Aviation Safety Plan, including those in the 2018 Beijing Declaration through a close coordination with the Authority's concerned offices and aviation stakeholders for the Corrective Action Plans (CAPs) on the Unsatisfactory Protocol Questions (PQs) and continuously review and update SSP document, CAR Safety Management and National Safety Aviation Plan (NASP) ; and e) implements and supports regional capacity building efforts including under the RASG-APAC and its subsidiary bodies, and where relevant, the COSCAPs through participating to various trainings, seminars, workshops.

Republic of Korea	The Republic of Korea has strengthened safety oversight in vulnerable areas by using change management check list and supervised readiness of airlines reopening their services after prolonged operation suspension while overseeing overseas branches. We have implemented State Safety Programme since 2008 and annually identified changes in safety risk by analyzing operational context and SSP management system. We are setting safety goals and subsequent safety performance indicators and implementing action plans for safety enhancement to achieve the targets. The Republic of Korea has measured and analyzed the performance of airlines in enhancing aviation operation safety and overseen their implementation of SMS by checking SMS implementation maturity level. We are actively engaging in RASG-APAC, APRAST, but it was decided to suspend the operation of Phase V of COSCAP-NA.
Singapore	Singapore has significantly stepped up safety oversight on air operators, aircraft, aerodrome operators, and the ANSP, in support of safe recovery of air travel. Singapore is committed to implementing the targets under the 2023-2025 AP-RASP and has fulfilled the aviation safety commitments under the 2018 Beijing Declaration. In addition, we have supported efforts to enhance regional safety capabilities, contributing to RASG-APAC and APRAST, and providing technical assistance, such as by supporting CAT missions.
Thailand	a) CAAT had performed the AOC Resumption Checklist – CAAT Assessment Resulted (Post COVID-19) including Resumption Plan for Technical and Financial Content Analysis. The checklist also concentrated in Organization and Management System (Management of change, Safety performance), Training, Operations, Airworthiness Management, Maintenance and Ground Handling. Some items were emphasized and verified during the main base audit and some items were focused and monitored onward. b) Thailand has established and implemented the State Safety Programme (SSP), consistently updating and revising it to ensure the mechanism remains current and pertinent to ongoing operations. c) To enhance the implementation of Safety Management Systems (SMS) within the aviation industry, Thailand by CAAT established the regulations to require the operators implement SMS and Guidance materials for them including arrange the workshop/seminar to promote the SMS implementation. d) Thailand noted and considered the SEI actions and target contain in AP-RASP in TASAP. e) Thailand actively involved in COSCAPs/SEARAST and APRAST on capacity building.

Action Item 57/11	The Conference urged States/Administrations to
	a) engage with relevant government / telecommunication regulatory/management agencies regarding the potential impact of 5G deployment on aviation safety prior to decisions being made on the deployment of 5G in the C-Band, including discussions on the provision of robust and enforceable mitigations; and
	b) assist IATA in populating their Global 5G Status Dashboard.
	c) consider sharing details of 5G interference for aviation safety enhancements and requested IATA to provide updates on latest 5G status in the next RASG-APAC meeting.
	d) adopt a "whole of government" approach to prioritize public & aviation safety while rolling out 5G services.
	Responses on Action Item 57/11

Australia	The Australian Communication and Media Authority (ACMA) and the Civil Aviation and Safety Authority (CASA), the regulators responsible for communications and aviation safety in Australia, have announced a range of ongoing and interim mitigations to manage potential interference between aircraft radio altimeters (operating between 4.24.4 GHz) and future wireless broadband (WBB) deployments in the 3.4–4.0 GHz band.
	Ongoing mitigations include a 200 MHz guard band and power limits on WBB deployments in identified locations surrounding airports and runways.
	Interim mitigations will be placed on new WBB deployments above 3.7 GHz until 31 March 2026 to allow adequate time for necessary aircraft altimeter retrofitting with minimal disruption to the aviation sector.
	The mitigations were announced in June 2023 and are the product of collaboration between the ACMA and CASA, careful consideration of available evidence, and consultation with both the aviation and telecommunications sectors.
Bangladesh	Noted
China	China has taken public and aviation safety into account when deploying 5G base stations, and 5G (C-band) has no impact on domestic flight operations in China. A large number of 5G (C-band) base stations are in operation in the US from 2022. To ensure the safety of Chinese airlines' operations in the US, IATA assisted in analysing a large amount of operational data and made recommendations. CAAC issued relevant airworthiness directives in the first half of 2023, requiring equipment manufacturers to cooperate with airlines to retrofit some aircraft. To date, Chinese airlines are operating normally at US airports, but the modifications have incurred significant costs.

Hong Kong, China	Hong Kong, China supports the recommended action. Hong Kong, China has taken lead to establish a dedicated working group consisting of members from the spectrum regulatory authority in Hong Kong and the airport operator to closely monitor the situation of local 5G base stations on aircraft radio altimeters (RAs) for aircraft flying in Hong Kong and international development. So far there were nil related reported cases. According to the spectrum regulatory authority, there was no evidence that those local 5G base stations in Hong Kong have caused interference to RAs. FON 01/2022 titled POTENTIAL SAFETY CONCERNS REGARDING INTERFERENCE TO RADIO ALTIMETERS was issued to draw operators' attention to the potential interference to radio altimeters (RA) on-board aircraft by new cellular broadband technologies (such as 5G technologies). Hong Kong, China will continue to actively participate in States and ICAO meetings to monitor the progress, exchange and implement any latest recommendations while keeping in view any 5G interference related occurrences that may be reported by operators.
Macau, China	Macao, China has issued safety notice to raise air operator's safety awareness and the safety notice provides information and guidance for operators on the potential risk of interference from 5G cellular broadband technologies. Meanwhile, AACM has communicated with local spectrum regulator on the 5G and Radio Altimeter issue. There are different frequency bands being used by 5G service by design, and the 5G frequency band selected by Macao China does not coincide with aircraft radio altimeter frequency. Furthermore, air operator is required to report any suspected radio altimeter anomalies or auto-flight malfunction due to potential 5G interference to AACM, and no such event was identified and reported.
Fiji	Fiji supports this action item. Fiji has taken a proactive approach to the 5G deployment; apart from safety awareness being conducted, the CAA has taken the 'whole of Government' approach and is actively working with the Ministry of Telecommunications and Mobile Service Providers in the 5G testing phase and ongoing work towards deployment.
India	Noted

Japan	a) In Japan, the Ministry of Internal Affairs and Communications (MIC), which is in charge of radio wave and information communication administration, has fully investigated the impact of 5G on radio altimeters installed in aircraft and established the necessary technical standards before the introduction of 5G. The Civil Aviation Bureau will continue to cooperate with the Ministry of Internal Affairs and Communications to take necessary measures. b) In IATA's Global 5G Status Dashboard, Japan is rated as having already taken measures to protect the operation of its radio altimeter. c)About the first half At present, the Civil Aviation Bureau is aware that there have been no cases of 5G affecting radio altimeters in Japan, which has hindered the safe operation of aircrafts, and the Civil Aviation Bureau has nothing to share. About the second half Noted d) In Japan, the Ministry of Internal Affairs and Communications (MIC), which is in charge of radio wave and information communication administration, has fully investigated the impact of 5G on radio altimeters installed in aircraft and established the necessary technical standards before the introduction of 5G. The Civil Aviation Bureau will continue to cooperate with the Ministry of Internal Affairs and Communications to take necessary measures.
Maldives	Refer Action Item 57/20 for 5G
Nepal	(a), (b), (c) & (d) CAA Nepal is in active consultation with regulator of telecommunication in Nepal namely Nepal Telecommunication Authority in this regard.
Pakistan	a)In Pakistan, frequency 3.3 – 3.585 GHz is under consideration for commercial 5G by FAB. Initially 3.3-3.415 GHz spectrum is readily available for 5G. b)A questionnaire received from IATA APAC office received through email and being responded accordingly. c)No case of interference is observed as 5G yet to be launched in Pakistan. d)PTA and FAB are taken on board with respect to aviation safety including public safety.

The Philippines	The CAAP: a) is in constant communications and coordinates on a regular basis with the National Telecommunications Commission (NTC regarding impact of 5G deployment on aviation safety; b) has updated IATA's Global 5G Status Dashboard with information from the NTC that the nearest 5G deployment is 3400-3600MHz which they claim has ample separation from 4200-4400 MHz of the radio altimeter frequency; and c. has no reported interference received to date with any navigational equipment, including the radio altimeter, in the aeronautical band with regards to the 5G deployment of Telecommunications. d. will create a Committee to be headed by the ANSP service providers to coordinate with relevant telecommunication and government agencies regarding the potential impact of 5G deployment on aviation safety.
Republic of Korea	The Republic of Korea is discussing mitigations to prevent 5G interference in radio altimeter with the telecommunication regulatory agency. We requested that in the case that additional 5G frequency (3.7~4.0GHz) is allocated to the regulatory agency, aviation safety should be considered as a top priority in developing base station establishment standards (power, distance, etc.).
Singapore	Singapore has engaged its telecommunication service providers, airlines and aircraft manufacturer on safe 5G deployment in local aerodrome. Singapore has also provided input to IATA Global 5G Status Dashboard.

Thailand	a) The implementations of 5G deployment on aviation operations in Thailand are illustrated as following
	1.CAAT has sent an official letter to National Broadcasting and Telecommunication Commission (NBTC) to raise awareness of the Radio Altimeter (RA) issue as shown in official letter CAAT 15/3563 dated 20 May 2021.
	2.CAAT issued a Continued Airworthiness Notification (CAN) as shown in CAAT-CAN-2021-02 to address the RA issue for air operators since June 2021
	3.CAAT informed the ICAO Frequency Spectrum Management Panel (FSMP) on its actions and the information was recorded in CG-RA Report, which was circulated in the ICAO FSMP.
	b) IATA acknowledged the CAAT actions on RA issue which is made available for downloading at IATA - Ensuring Safe Rollout of 5G Networks and IATA - Aviation and 5G.
	c) Regarding 5G interference and aviation safety, currently, Thailand's 5G network operates at 2.6 GHz, which is far from the critical Radio Altimeter's range (4.2 – 4.4 GHz). However, the National Broadcasting and Telecommunications Commission (NBTC) is currently researching the feasibility of utilizing the 5G Mid-band within the C-band range (3.4 – 3.7 GHz) in Thailand. Prior to its implementation, comprehensive studies are imperative to assess potential implications and devise strategies to mitigate 5G interference within this frequency range. CAAT is actively involved, collaborating closely with the NBTC to ensure the latest updates.
	Besides, CAAT has been proactive since June 2021, engaging in consistent communication with airlines and maintaining vigilant oversight. Continual engagement with the 5G landscape is a priority, with CAAT actively participating in meetings to remain informed about the progress and safety enhancements related to 5G during upcoming intervals of the RASG-APAC meeting.
	d) CAAT sent an official letter to inform NBTC of the coexistence conditions between 5G and RA as shown in official letter CAAT 08/20 dated 3 January 2023.

Action Item 57/12	Having considered that the introduction of Type Rating training requirements to ICAO Annex 1 may not be appropriate, based on its current structure the conference agreed, that a submission may be made to Personnel Licensing and Training Panel (PLTP) of ICAO for further discussion to decide the way forward.
	Responses on Action Item 57/12

Australia	Australia notes the referral of aircraft type rating training requirements to the ICAO Personnel Training and Licensing Panel and supports the development of ICAO guidance information to achieve enhanced standardisation.
Bangladesh	Bangladesh welcomes the decision made by ICAO.

China	CAAC formed a working group to study the Type Rating standards and training requirements to ICAO Annex 1 for E-VTOL and provided suggestions to PTLP.
Hong Kong, China	Hong Kong, China will keep in view the discussions at the Personnel Licensing and Training Panel (PLTP) of ICAO.
Macau, China	Noted.
Fiji	Fiji supports this action item.
	Fiji currently has a type rating system in place and supports the proposal for a submission to be made to the PLTP of ICAO to review Annex 1 in this area.
India	Noted
Japan	Noted
Nepal	Nepal will consider consultation with above panel for needful feedback.
The Philippines	The CAAP supports the decision on the submission of the Type Rating training requirements to ICAO Personnel Licensing and Training Panel (PLTP) for further discussion.
Thailand	According to Annex 1, the endorsement of Type Rating requires the completion of both Multi Crew Coordination (MCC) and Advanced UPRT (Upset Prevention and Recovery Training) courses. Referring to TCAR PEL part FCL, it has been clearly specified that both of these courses must be completed as part of the training requirements which will be in effect on 3rd December 2023 onward.

Action Item 57/13   The Conference agreed that a request should be made to the RPAS panel of ICAO in coordination with Airworthiness Panel to carefully consider to review, letting the policy more flexible and requirements more appropriate, for a wider perspective of unmanned aircraft systems instead of the very specific category of multi-rotor electric unmanned aircraft.

Responses on Action Item 57/13

Australia	Australia supports the close cooperation and coordination between all ICAO Panels.
	Australia notes the good work performed by the ICAO RPAS Panel in the development of SARPS for international IFR RPAS, and the recent ICAO initiative of the establishment of the AAM Study Group, the scope of which includes the safe and efficient utilisation of small UAS. Further, Australia notes the historical initiatives of the UAS Advisory Group and its good work with the UTM and Drone Enable symposiums.

Bangladesh	Bangladesh welcomes the decision to request the RPAS panel of ICAO in coordination with Airworthiness Panel to consider a more flexible policy, for a wider perspective of unmanned aircraft systems.
China	CAAC actively participated in the work of RPASP and AP, facilitating the amendment of ICAO Annex 8 and Doc 9760 to incorporate airworthiness requirements for different types of unmanned aircraft systems.
Hong Kong, China	Hong Kong, China noted the need of policy, regulatory framework, as well as standards and requirements specific for the emerging electric propulsion technologies for aircraft. Hong Kong, China has established an internal task force to look into the development of the AAM/RPAS, with a view to establishing a regulatory framework and certification process to facilitate UAM development in the longer term. Amongst other things, work is in progress on the conduct of research in respect of the latest ICAO guidance materials and international best practices regarding operational and technical standards of RPAS as well as implementing rules adopted by various civil aviation authorities.
Macau, China	Noted.
Fiji	Fiji supports this action item. Fiji's RPAS community/users is growing rapidly and having more guidance/ requirements on the various systems would be beneficial and ensure more effective oversight.
India	Noted
Japan	Noted
Pakistan	PCAA will be adopting EASA regulation. Same rules will be followed as available in EASA
The Philippines	The CAAP supports the decision to review the policy in RPAS since there have been substantial developments in the field of RPAS, and the need for more flexible policies and requirements is evident. Such adaptability would enable regulatory bodies to effectively respond to and manage the rapid changes in this domain
Singapore	Singapore has been participating in the Advanced Air Mobility (AAM) Study Group (SG) which advises ICAO in developing a holistic vision and framework for the AAM ecosystem. Singapore continues to contribute to the development of international guidance materials, and harmonised standards for the facilitation of AAM and the ecosystem.

Thailand	Thailand has monitored this issue and will make a request for this concern if possible.

Action Item 57/14	The Conference urged States/Administrations to consider using Compliance Questionnaire Checklist for standardization of AOC certification Audit and share the regulatory good practices in this regard. **Responses on Action Item 57/14**
Australia	Australia carries out regular Air Operator Certificate (AOC) safety audits on operators under the authority of the aviation safety regulator. The CASA Surveillance Manual (CSM) sets out the processes to be followed when conducting surveillance on civil aviation authorisation holders (AH). CASA currently utilise Request for Information – Air Operator Certificate holders surveillance form, Surveillance Worksheets, Protocols and Principles documents to ensure standardisation during the auditing process. The documentation / questionnaires are derived from the Civil Aviation Safety Regulations (CASR) and the Manual of Standards (MOS) for the type of Air Operator Certificate (AOC). The Australian Civil Aviation Safety Authority would be interested to follow the progress of the Civil Aviation Authority of Malaysia (CAAM) AOC Compliance Questionnaires (CQ) and the safety outcomes.
Bangladesh	CAA Bangladesh uses compliance checklist for standardization of AOC certification audits and published in ANO (AOC) and is ready to share the regulatory good practices in this regard when so requested by a member State.
China	Well Noted
Hong Kong, China	Hong Kong, China has in place a comprehensive set of regulatory guidelines, tools and checklist for initial and continuous AOC surveillance and auditing. Currently, Hong Kong, China is adopting a similar auditing framework, for example, by implementing a Quality Management System (QMS) for AOC holders with audit checklists developed to assist auditors' preparation before onsite audits. Considering factors such as need to observe the government cyber security protocols as well as the size of our auditee population, there may not be an imminent need for prioritizing our resources in developing an online platform and the associated electronic questionnaires similar to the ones being used by CAAM. However, Hong Kong, China will keep in view the international best practice on audit protocols and suitably adopt enhancement measures to ensure effectiveness of our audit workflow.
Macau, China	Noted.
Fiji	Fiji supports this action item. Fiji already has in place a Compliance Checklist that is part of the submission suite of AOC documents from operators.
India	DGCA India uses compliance checklist for standardization of AOC certification audits and published in CAP 3100/3300/3400.

Japan	Japan is in the process of studying for the introduction of the Risk-based surveillance framework in the future, and plans to refer to the efforts of other countries, including the digital surveillance checklist prepared by Malaysia.
Maldives	Questionnaire in place
Nepal	Nepal has already completed the process in this regard.
Pakistan	Checklists are available and in practice.
The Philippines	The CAAP has been using the Compliance Checklist since 2011 as per Advisory Circular 00-004
Republic of Korea	The Republic of Korea incorporated AOC Compliance Questionnaire Checklist into the AOC checklist (operation, airworthiness) of "Air Transport AOC Work Guidelines". The operational safety system of airlines, including organization, workforce, facility, operational management, maintenance and training programmes for workers, is assessed by the checklist and AOC and operational standards are only issued when it is in line with international and national regulations.
Singapore	Singapore has been supporting the use of Compliance Checklists where applicable to augment its safety oversight regime.
Thailand	CAAT has already established a checklist in each area of inspection for all 5 phases. New checklists under Thailand Civil Aviation Regulations (TCAR) are under developed.

Action Item 57/15	The Conference encouraged States/Administrations to share policies and options regarding aircraft ground handling service.
	Responses on Action Item 57/15

Australia	Australia has socialised the concepts presented in the paper with the peak industry body representing Australian operators and Ground Handling Service Providers (GHSPs).
Bangladesh	Bangladesh is considering outsourcing the ground handling services and would be happy to share its experiences when the outsourcing has been completed.
China	CAAC organized the amendment of Aircraft Ground Service (AC-121-FS-057 R1), which was issued on 15 Sept. 2022 and came into effect on 1 Jan. 2023.
Hong Kong, China	Hong Kong, China has been conducting regular audits and inspections and working closely with the aerodrome operator on its activities for the monitoring of franchisees through various regular oversight activities, including ramp inspections, audits, safety committees' meetings, review on key performance indicators and investigation on ground occurrences.

Macau, China	Macao, China recognizes ground handling forms a significant and critical part of the aviation industry and supported the ICAO survey conducted in January 2023 to investigate safety, efficiency and standardization issues associated with ground handling and to determine the status and future needs of ICAO provisions in relation to ground handling at aerodromes.
Fiji	Fiji supports this action item. Fiji certifies the security aspects of GHSPs in Fiji. However, the GHSPs operational aspects are covered during Maintenance Organisation and Aerodrome safety oversight (certification). Having additional information on this area would be beneficial.
India	Noted
Japan	Noted
Nepal	Nepal has replied the questionnaire to ICAO in this regard.
The Philippines	The CAAP agrees to share policies and options regarding aircraft ground handling service.
Republic of Korea	The Republic of Korea shared its policies on ground handling services at the 7th ICAO APANPIRG AOP Sub-Group held in ICAO APAC Regional Office on 3 to 6 July, 2023.
Singapore	Singapore has shared its approach on safety management of ground handling within the ICAO's Manual of Ground Handling Doc 10121, which provides States with guidance and options in applying ground handling oversight.
Thailand	Noted

Action Item 57/16   The Conference encouraged States/Administrations to:
a)   pay special attention to the quality and quantity of aviation personnel with the ramping up of traffic, post-COVID; and
b)   develop more tools and guidance materials on competence training, to provide concrete support to the frontline operations staff during the post-COVID recovery period and to share their post-COVID best practices with each other.

Responses on Action Item 57/16

Australia	CASA undertook a dedicated and focused surveillance campaign of Air Transport Operators in the months following the ramp-up of post-COVID operations. The surveillance campaign focused on elements of the industry where significant numbers of personnel were absent from work during the COVID period, including aircrew and ground handling staff. No significant safety findings were observed during the surveillance campaign and, as a result of this, CASA determined there was no need to develop more tools or guidance material than those that CASA currently communicate and make available to industry.
Bangladesh	Noted
China	CAAC actively supported the organization of training and incorporated it in the annual training plan for implementation.
Hong Kong, China	Hong Kong, China supports the recommended action. During the post-COVID recovery period, additional proficiency assessments have been organised for ATC personnel to confirm that their competency and confident level are attained for high traffic environment. Besides, regular team briefings have been delivered to frontline operations staff to uplift their readiness for air traffic recovery. Further to the responses to Action Item 57/8, Hong Kong, China has reminded local operators of the importance to ensure the availability of manpower and resources, and the reactivation / recurrent training provided to, and the competency of staff, especially frontline operations staff. Hong Kong, China has also established an enhanced surveillance program focusing on the competency and recurrent training of the said personnel and suitably promulgated to local operators. Inspectorates will pay particular attention to crew proficiency, the mental health of flight crew, Station Inspections and Ground Handling on Quality Management System (QMS) audit. The Council Aviation Recovery Taskforce (CART) recommendations have been used for the development of relevant guidance materials for inspectorates. Hong Kong, China has been working closely with the aerodrome operator on the provision of qualified airport personnel from franchisees to ensure that suitable training will be provided to the existing and new staff so that aerodrome safety would not be compromised.
Macau, China	Macao, China has closely communicated with aviation stakeholders with recommendations to ensure their preparedness for the ramping up of traffic.
Fiji	Fiji supports this action item. Aviation personnel onboarding and training are critical areas, particularly during the period following COVID-19 closures. Most of the experienced personnel had left the aviation sector or migrated abroad and this has left a huge gap for Fiji. Competency based training is essential to ensuring quality training is being provided and as such Fiji welcomes more tools and guidance material in this area.
India	Noted

Japan	Japan audited the implementation status of skill maintenance training for air traffic controllers. The quality and quantity of crew (pilots and cabin crew) for post-covid19 were checked as priority items in the audits of airlines in FY2022 (April 2022 - March 2023). Since April 2023, those items have been being followed-up according to the situation of each airline. b)Japan took advantage of the timing of the recovery of traffic volume to conduct simulator trainings, etc. with increased busyness to prepare for the recovery of traffic volume.
Nepal	(a)& (b) Nepal took all measures with consultation with ICAO and other agencies as well as IOs to meet the intent of above actions.
Pakistan	a)Simulator / Class room sessions are arranged across all major locations to uplift / enhance quality of training post COVID-19. Moreover, online sessions / webinars are also conducted through APAC office to familiarize ATCOs with important aspects of ATS thus improving their overall skill set. b)Training programs specifically directed towards competency enhancement for ATCOs are developed and put into practice.
The Philippines	The CAAP agrees to: a) pay special attention to the quality and quantity of aviation personnel with the ramping up of traffic, post-COVID; and b) develop more tools and guidance materials on competence training, to provide concrete support to the frontline operations staff during the post-COVID recovery period and to share their post-COVID best practices with each other.
Republic of Korea	The Republic of Korea established "Safety Management Guidelines for Recovery of International Flight Operations" and is operating a programme to support return of aviation personnel. Guidelines for competency-based training for dangerous goods established by the government were distributed to airlines and related organizations. For improving training and assessment of aviation personnel in accordance with ICAO international standards, the Republic of Korea is analyzing CBTA cases and developing guidelines for CBTA.
Singapore	Singapore AOC holders have developed flight crew reactivation, technical and cabin crew training proficiencies and induction programmes ahead of ramp-up operations. Throughout the ramp-up in operations, flight crew competency has been assessed during operator line checks, aircraft rating tests, and instrument rating tests, with statistics on failure rates closely monitored on a monthly basis.

Thailand	Thailand by CAAT conducted the oversight audits on FTOs after the COVID when the operations are back to normal, this is to ensure the FTOs maintain the competencies of their instructional personnel.

Action Item 57/17 The Conference Urged States, especially those which have not certified all of their international aerodromes, to include APEX in Safety in their National Aviation Safety Plan.

Responses on Action Item 57/17

Australia	Australia notes this action item.
Bangladesh	Bangladesh has certified all the International Airports and included APEX in Safety in our National Aviation Safety Plan.
China	CACC incorporated the APEX in its National Aviation Safety Plana and encouraged industry associations to play a greater role. While all international airports of China have been certified, CAAC will continue to accord attention to the proposal on APEX in this action item.
Hong Kong, China	Hong Kong, China supports the recommended action. The Hong Kong International Airport (HKIA) is subject to continuous assessment and regulatory oversight by Hong Kong, China through audits and inspections to confirm its compliance with the applicable aerodrome licensing requirements. The HKIA noted the capability of ACI World's Airport Excellence Programme (APEX) in enhancing regulatory compliance.
Macau, China	Macao, China has two aerodromes, including one international airport and one heliport. Both aerodromes are certified by AACM.
Fiji	Fiji supports this action item. Fiji has certified all of its international aerodromes and will include APEX in Safety as part of our NASP.
India	Noted
Japan	Well Noted
Nepal	Nepal has certified all international aerodromes.
Pakistan	All Int'l Aerodromes even domestic have been certified in Pakistan
The Philippines	The CAAP agrees to include APEX in Safety in the National Aviation Safety Plan once the ICAO requires in the future aerodrome certification of domestic airports.
Republic of Korea	All international airports in the Republic of Korea are certified.

Thailand	TASAP 2021 – 2023 mentions the action on certify aerodrome. However, The APEX in Safety is not applicable in TASAP yet. It will be considered to include in the next revision.

Action Item 57/18 The Conference encouraged States/Administrations to:
a)   pay special attention to the quality and quantity of aviation personnel with the ramping up of traffic, post-COVID; and
b)   develop more tools and guidance materials on competence training, to provide concrete support to the frontline operations staff during the post-COVID recovery period and to share their post-COVID best practices with each other.

Action Item 57/18

Australia	Australia is an active supporter and participant in the Safer Skies Consultative Committee and attended this year's high-level meeting on Safer Skies and the Safer Skies Forum in the Netherlands. Australia supports the aims and goals of the Safer Skies Initiative in contributing to aviation safety and security by improving international civil aviation practices with regards to flight operations over conflict zones. Australia recognises the benefit of this initiative in bringing together a range of government and industry representatives from around the world to discuss and provide advice on these matters, including to ICAO. Australia supports having timely and accurate information available and so that operators are able to undertake appropriate risk assessment processes in their operations and flight planning.
Bangladesh	Bangladesh would endeavour to participate in annual Safer Skies Forum to share their best practices and expertise regarding civil aviation risk management in conflict zones.
China	Well Noted
Hong Kong, China	Hong Kong, China has been making use of CZIB (EASA Conflict Zone Information Bulletin which provides timely information about conflict zones) to facilitate our timely safety assessment and issuance of Flight Operations Notices (FON) regarding conflict zone to operators and stakeholders. When situation permits, Hong Kong, China will participate in international safety forums to share best practices and experience.
Macau, China	Noted.
Fiji	Fiji supports this action item.
India	Noted
Japan	a) Noted. b) Japan participates in the Safer Skies Forum.
Nepal	(a)& (b) Information received on the conflict zones is communicated to the relevant stakeholders.

Pakistan	Requested to send the invitation for annual safer sky forum to get the benefit of best industry practices
The Philippines	The CAAP agrees to consider: a) utilizing the IATA's Global ITOP, for the rapid exchange of aviation safety information in conflict zones; and b) participating in the annual Safer Skies Forum to bring together national, international, and industry experts to share their best practices and expertise regarding civil aviation risk management in conflict zones.
Republic of Korea	The Republic of Korea is utilizing Global ITOP of IATA and participated in the 3rd Safer Skies Forum held in the Netherlands on 5 to 7 June 2023.
Singapore	Singapore AOC holders are members of IATA and have access to the global ITOP. CAAS also receives additional information on conflict zones through other channels including OPS Group and attends the Safer Skies Forums.
Thailand	a) Noted on the IATA's Global ITOP. b) Thailand will send our representatives to participate in the annual Safer Skies Forum.

AGENDA ITEM 4 : AIR NAVIGATION

Action Item 57/19	The Conference urged States/Administrations to: a) establish, and update where necessary, regulations requiring the development, promulgation, exercising and update of ATM contingency plans, including formal contingency arrangements with all neighboring States, and ensure that application of the regulations is examined in safety oversight activities; and b) report their implementation status of the performance expectations of the ICAO Asia/Pacific Regional ATM Contingency Plan to the ICAO Regional Office annually, by not later than 31 March each year.

Responses on Action Item 57/19

Australia	Australia supports greater regional discussion and effort to accelerate progress of the Asia/Pacific Region to implement the Seamless ATM (ANS) Plan. Australia's Air Traffic Management Plan (ATMP), is currently being reviewed and will be updated to ensure it is aligned with the most recent edition of the Global Air Navigation Plan (GANP), and the APAC (regional) Air Navigation Plan and supporting documents.
Bangladesh	Bangladesh has already published ATM Contingency Plan and yearly reports to ICAO APAC RSO in given time frame.
China	Well Noted

Hong Kong, China	Hong Kong, China supports the recommended action. The status of ICAO APAC Regional ATM Contingency was reported annually to ICAO Regional Office in accordance with the ICAO requirement and the latest one was reported on 28 FEB 2023. The implementation status of Hong Kong, China in 2023 was 91% which was categorized as Robust.
Macau, China	Macao, China has developed ATM contingency plan which includes formal contingency arrangements with all neighboring States/Administrations. The plan is under the surveillance of AACM and AACM has regularly reported the contingency plan implementation status to the ICAO Regional Office.
Fiji	Fiji supports this action item. Fiji has published in its standards document (part of its 3-tier regulation system) the requirement to develop and promulgate ATM contingency plans. This is checked during the ATS Provider certification process. Fiji will work to report on its implementation status of the performance expectations of the ICAO APAC Regional ATM Contingency Plan to the ICAO Regional Office annually.
India	The Contingency Plans for four Indian FIRs are available on Aeronautical Information Portal of Airport Authority of India (AAI), and are being updated, same will be coordinated with neighboring states.
Japan	a) Japan is now undertaking on a working stream under the AAC (APAC ANSP Committee) to develop an ATM contingency plan with neighboring states. b) Japan has already reported our implementation status with ATM Contingency Plan Monitoring and Reporting Form.
Maldives	Maldives has promulgated regulations requiring development of the contingency plans, and safety oversight function of the ATM is conducted. However, the contingency plan is in draft stage and needs to be coordinated with the neighboring states.

Nepal	(a)& (b) · CAA Nepal has developed requirements and standards for ATS providers to develop and implement ATM Contingency plans. · With the guidance from ICAO, CAA Nepal has developed and successfully implemented procedure for effectively combating the adverse impact of COVID-19 in ATS operation. · ATM Contingency Plans (Level 1 and Level 2) have been developed and approved as required by ICAO Annex 11, and communicated with ICAO APAC Office. The ATM Contingency Plan Level 1 is in implementation phase and ATM Contingency Plan Level 2 will be forwarded to authorities of adjacent FIRs for their consent / agreement.
Pakistan	a)State regulations are published for the said requirement to ANSP. The application of regulations is examined in Safety Oversight Audit Activities. ATM contingency Plan (Karachi & Lahore FIRs) has been recently reviewed and has been forwarded to adjacent States for their remarks. The input (if any) from adjacent states will be incorporated and thereafter the said plan will be disseminated through AIP publication. b)The updated implementation status of performance expectation of Regional ATM Contingency plan has been submitted to ICAO APAC office. c)State regulations are published for the said requirement to ANSP. The application of regulations is examined in Safety Oversight Audit Activities. d)ATM contingency Plan (Karachi & Lahore FIRs) has been recently reviewed and has been forwarded to adjacent States for their remarks. The input (if any) from adjacent states will be incorporated and thereafter the updated plan will be disseminated. e)The performance expectation of Regional ATM Contingency plan has been submitted to ICAO APAC office before the stipulated timeline.
The Philippines	Contingency plans are well placed in the CAAP, thus prepared response are activated in case of emergencies of different nature. CAAP continues to develop contingencies like the Boundary to Boundary Management (BBM), which the Authority intends to finalize and publish within the year. As to contingencies with adjacent FIRs/ neighboring States, CAAP has concluded several LOAs, while others are still a work in progress. The Contingency Plans shall be duly reported as soon as completed before March 31, 2024 cut off.
Republic of Korea	The Republic of Korea established regulations requiring the traffic control authority to develop and implement ATM Contingency Plan as well as cooperate with neighboring states in the case of contingency. The check list for aviation safety oversight inspectors include the establishment and implementation of the plan. The Republic of Korea reported its implementation of ICAO Asia/Pacific Regional ATM Contingency Plan to ICAO APAC Regional Office.

Singapore	Singapore has established regulations requiring the ANSP to develop and implement ATM contingency plans. Singapore has been reporting the implementation of the Regional ATM Contingency Plan annually to the APAC Regional Office.
Thailand	a) Thailand has established the regulations related to contingency plans and Thailand ensures that application of the regulations is examined in safety oversight activities. Additionally, Thailand has recently revised "ATM CONTINGENCY PLAN FOR FLIGHTS TRANSITING THE BANGKOK FIR" issue 02 Revision 01 Effective date 30 JUN 2023 and published on both CAAT and AEROTHAI official websites. The Thailand ATM contingency Plan was circulated by e-mail among affected FIRs' POCs for the purpose of acknowledgement of the Plan. Besides, the key stakeholders in aviation industry within Thailand has reviewed the plan and participated the annual exercise. b) As of 2022, the implementation status has been successfully reported and achieved Robust ranking (More than 90%). Moreover, 2023 implementation status was also reported to ICAO Regional Office. Thailand reports the implementation status to the ICAO Regional Office annually.

Action Item 57/20   Recognizing the effort on aeronautical spectrum utilization and protection shall only be enabled by the active participation and implementation of States, the Conference urged States/Administrations to:

a)   participate in WRC-23 preparatory activities of the APT APG and at WRC-23 by aviation representatives, to support the ICAO position for WRC-23;

b)   coordinate frequency and SSR IC use with the ICAO APAC Office to ensure the frequency and IC lists are correct and up-to-date;

c)   monitor and report the occupancy of 1090 MHz which is capable to do so;

d)   engage with national spectrum regulators on the 5G and Radio Altimeter issue.

Responses on Action Item 57/20

Australia	Australia is actively participating in a range of preparatory activities and meetings in the lead up to the World Radio Conference (WRC) 2023. Australia recently hosted the final meeting of the APT Preparatory Group for WRC-23 in Brisbane and will send a delegation to the WRC. Aviation stakeholders are active participants in the Australian domestic preparatory process and Australia's positions for WRC-23 are well informed by these contributions and the ICAO position for WRC-23. Australia is also a member of the ICAO Frequency Spectrum Management Panel Working Group.

Bangladesh	a) Agreed b) For all radio & surveillance frequency, Bangladesh firstly communicates with ICAO Asia Pacific Office and fixes frequency, and then gets approval from National Regulatory Authority – Bangladesh Telecommunication Regulatory Commission (BTRC). c) The BTRC monitors and takes needful action, if necessary. d) The 5G implementation works are in progress by the BTRC.
China	China participated in the WRC-23 preparatory activities. CAAC has formed a team with the Ministry of Industry and Information Technology to study the issue of 5G and Radio Altimeter and make continuous efforts in coordinating relevant departments to avoid impact on aviation safety during facilitating 5G. China has provided the status table of Mode S radar interrogator codes in the vicinity of Chinese borders to the ICAO APAC; China's experience with occupancy of 1090 MHz has been annexed to the DAPs IGD, which is available to Asia-Pacific countries for reference.
Hong Kong, China	Hong Kong, China supports the recommended action. Hong Kong, China sent representatives to attend the ICAO WRC-23 preparatory meetings and would attend WRC-23 as part of the Mainland delegation to support the ICAO position for WRC-23. Hong Kong, China has kept close liaison with the ICAO APAC Regional Office on frequency and SSR Interrogator Code (IC) to ensure the frequency and IC lists are correct and up-to-date. Hong Kong, China has planned to engage a professional consultant to conduct monitoring on 1090 MHz congestion in Hong Kong FIR targeted for 2025 in conjunction with radar replacement project. Hong Kong, China has taken lead to establish a dedicated working group consisting of members from the spectrum regulatory authority in Hong Kong and the airport operator to closely monitor the situation of local 5G base stations on aircraft radio altimeters (RAs) for aircraft flying in Hong Kong and international development. So far there were nil related reported cases. According to the spectrum regulatory authority, there was no evidence that those local 5G base stations in Hong Kong have caused interference to RAs.

Macau, China	Macao, China supports the ICAO position on aeronautical spectrum utilization and protection for WRC-23, and has been coordinating with ICAO regional office on SSR codes matter whenever necessary. AACM has communicated with local spectrum regulator on the 5G and Radio Altimeter issue. There are different frequency bands being used by 5G service by design, and the 5G frequency band selected by Macao China does not coincide with aircraft radio altimeter frequency.
Fiji	Fiji supports this action item. Fijihasbeenmonitoringthe developments in these areas.
India	(a)AAI is actively participating in National preparatory committee (NPC) meetings organized by national regulator WPC,DOT consisting of all the stakeholders. AAI has participated in all the 5 working group meetings of NPC and submitted the comments to the WPC, DOT for finalization of National opinion. Similarly, AAI is participating in the workshops organized by ITU APT foundation of India (IAFI) within India. AAI has also been participating in the APT, APG and WRC conferences to support aviation and ICAO position. (b)AAI is coordinating and managing the frequency assignments regularly with ICAO APAC regional office for appropriate frequency assignments and updating the frequency lists in respect of VHF (List 3), NDB (List 1 DVOR/DME,ILS/DME (List 2) .Frequency and SSR IC use with the ICAO APAC Office is done during CNS APAC Meetings. (c)No monitoring of occupancy of 1090 MHz is done in India by AAI. (d)AAI had been regularly coordinating with WPC,DOT as well as DGCA on the 5G and Radio Altimeter issues. WPC has already issued the guidelines for C-band 5G operations within India based on ICAO position for establishing buffer zones and maintaining the power levels(EIRP) of 58 dbm/Mhz at the buffer zones around the airports to prevent interference with Radio altimeters (Letter attached).
Japan	a) Japan has been participated in APT APG and plans to participate in WRC-23. b) Japan will coordinate with the APAC Secretariat on the use of frequencies and SSR ICs, and is in the process of reviewing the list. c) Japan is in the process of preparing the monitoring system of 1090 MHz occupancy and will report to the necessary meetings. d) In Japan, the Ministry of Internal Affairs and Communications (MIC), which is in charge of radio wave and information communication administration, has fully investigated the impact of 5G on radio altimeters installed in aircraft and established the necessary technical standards before the introduction of 5G. The Civil Aviation Bureau will continue to cooperate with the Ministry of Internal Affairs and Communications to take necessary measures..

Nepal	(a)Currently the CAA Nepal, CNS department is managing aeronautical frequency in Nepal so the CNS dept. will participate as aviation representatives in WRC-23, to support ICAO. (b)CNS Department is maintaining and coordinating with ICAO-APAC Office to ensure the frequency management's and provides updates. (c)1090MHz is currently occupied by the RADAR operated by Tribhuvan International Airport (TIA) and is monitored by CNS dept. (d)Radio frequency other than aeronautical radio frequency including 5G is managed by NTA as per Act 2053.
Pakistan	a)An input is provided to Ministry of Information & Technology (MoITT) for meeting with National Preparatory Group for ITU-2023 by D. Ops through Aviation Division, Islamabad. Moreover, Ops Directorate nominated their officers for participation in preparatory meeting of ITU-2023 at Cairo, Egypt. One officer from AAR Dte., is also being nominated for participation in the same. b)Frequency list is being updated through APAC from time to time. c)Frequency 1090 MHz is being used at Karachi, Lahore, Islamabad, Pasni, Lakpass & Rojhan SSRs/ADS-Bs and Zhob, Laram Top & Dalbandin ADS-Bs. d)FAB being national spectrum regulator is taken on board with respect to radio altimeter issue. e)5G is not yet launched in Pakistan. f)Currently Pakistan is not monitoring 1090 MHz occupancy. However, Pakistan has adopted methodologies to avoid or reduce 1090Mhz congestion. E.g. Decommissioning of old Mode A/C Radars at various sites because they allow multiple aircrafts to reply to all interrogations. g)An input is provided to Ministry of Information & Technology (MoITT) for meeting with National Preparatory Group for ITU-2023 by D. Ops through Aviation Division, Islamabad. Moreover, Ops Directorate nominated their officers for participation in preparatory meeting of ITU-2023 at Cairo, Egypt. One officer from AAR Dte., is also being nominated for participation in the same. h)FAB being national spectrum regulator is taken on board with respect to radio altimeter issue. In response FAB has intimated that mitigation of possible interference in radio altimeters of aircraft may be ensured through guard frequency 615 MHz 5G is not yet launched in Pakistan i)Pakistan has submitted requisite data to ICAO APAC j)Currently Pakistan is not monitoring 1090 MHz occupancy. However, Pakistan has adopted methodologies to avoid or reduce 1090 MHz congestion e.g. Decommissioning of old Mode A/C Radars at various sites because they allow multiple aircraft to reply to all interrogations.

The Philippines	Recognizing the effort on aeronautical spectrum utilization and protection shall only be enabled by the active participation and implementation of States, the CAAP: a)participated in the previous FSMP WG/16 and WRC-23 preparatory workshop on 13-24 February 2023; b) is implementing the APANPIRG Conclusion/Decision No. C32/8 by coordinating with the ICAO APAC Office to ensure the accuracy and currency of the SSR IC lists. Recently, the proposed assignment of II and matching SI codes for military use has been coordinated. This coordination is essential to maintain the correctness and up-to-datedness of the IC lists. c) monitors and reports that the 1090 MHz occupancy remains uncongested as of this time. d) informs ICAO that the 5G and radio altimeter technologies operate in different and non-overlapping frequency bands in the Philippines, thus eliminating any possibility of interference or conflict. The current frequency bands and corresponding frequency ranges shows that the 5G frequency bands span from **600 MHz** to **39 GHz**, while the radio altimeter frequency band for civil aviation is allocated in the **4.2-4.4 GHz** range. Therefore, the radio altimeter signals are immune to any 5G emissions in the vicinity
Republic of Korea	The Republic of Korea is actively participating APT (Asia-Pacific Telecommunity) Conference Preparatory Group for WRC 23 (APG-23), and is consulting with ICAO APAC Regional Office prior to the allocation of frequency and SSR IC (interrogator code). The Republic of Korea reported the occupancy of 1090 MHz to Asia-Pacific Monitoring Group and will report the result of monitoring in 2024. Regarding the possible 5G interference with radio altimeter, we are closely cooperating with relevant authorities.
Singapore	Singapore has been participating in the APT APG and was the drafting group chair for WRC-23 Agenda Item (AI) 1.7 on space-based VHF and participated in the discussion on aviation-related issues for WRC-23 (i.e., wideband HF, communications links for suborbital flights and unmanned aviation systems). Singapore plans to participate in WRC-23 as APT APG coordinators for AI 1.7. Singapore has been working with various stakeholders including its telecommunication regulator, on safe deployment of 5G at its airports.

Thailand	a) Thailand by CAAT and Aeronautical Radio of Thailand (AEROTHAI) has participated in activities at both national and regional levels to prepare for the upcoming WRC-23. We will also attend in person the WRC-23 to be held in November 2023. Moreover, aviation spectrum expert of AEROTHAI has also served as Chairperson of the ICAO Asia/Pacific Spectrum Review Working Group since 2020. CAAT nominated officer(s) to participate in; -Thailand Preparatory Group for WRC-23 -APT Conference Preparatory Group for WRC-23 (APG-23) -World Radiocommunication Conference 2023 (WRC-23) b) The frequency and SSR IC use have been coordinated with ICAO APAC Office and the IC lists is also up to date. Also, CAAT acknowledged ICAO APAC frequency and SSR IC coordination process and nominated an officer as POC to coordinate with ICAO APAC. c) Thailand by CAAT is working together with Aeronautical Radio of Thailand in monitoring the usage of 1090 MHz, and also developing an indicator for occupancy measurement. However, Thailand has never experienced occupancy issues nor receiving any safety report regarding 1090 MHz. The CNS Technical Working Group (CNS-TWG) under the Thailand's Airspace and Air Navigation Masterplan is currently studying the technique to monitor the 1090 MHz spectrum congestion over Bangkok FIR. d) Thailand by CAAT and the National Broadcasting and Telecommunication Commission (NBTC) has been working closely in the matter. Thailand has implemented regulations regarding the 5G and Radio Altimeter issue as follows: 1.CAAT has sent an official letter to NBTC to raise awareness of Radio Altimeter (RA) issue as shown in official letter CAAT 15/3563 dated 20 May 2021. 2.CAAT sent an official letter to inform NBTC of the coexistence conditions between 5G and RA which is shown in official letter CAAT 08/20 dated 3 January 2023.

Action Item 57/21   The Conference agreed that States/Administrations:

a)   form a committee of ANSPs, involving CANSO and IATA, to cooperate in the implementation of regional ANS initiatives including the ICAO Asia/Pacific Seamless ANS Plan; and

b)   coordinate with ICAO for the purposes of aligning the activities of the committee with the Asia/Pacific Seamless ANS Plan and informing APANPIRG and DGCA Conference of activities and progress.

Responses on Action Item 57/21

Australia	Australia's Air Navigation Service Provider (ANSP) attended the 1st Meeting of the Asia and Pacific ANSP Committee (AAC/1) in Bangkok, Thailand, 17-18 April 2023. The meeting agreed to develop tasks on four Work Streams (WS): -WS 1 investment: Step up investments in ANS capacity and capabilities and share requirements and best practices in the procurement of ANS systems. -WS 2 implementation: Accelerate the development and implementation of Seamless ATM and collaborate on green initiatives to enhance ATM Sustainability. -WS 3 contingency: Collaborate on business continuity and contingency planning. -WS 4 oceanic WG: Formation of an Oceanic Working Group specifically focusing on the operations of the oceanic ANSPs.
Bangladesh	Bangladesh welcomes the decision to form a committee of ANSPs, involving CANSO and IATA, to cooperate in the implementation of regional ANS initiatives including the ICAO Asia/Pacific Seamless ANS Plan; and will coordinate with ICAO about the activities of the committee when required.
China	ICAO First Meeting of the Asia and Pacific ANSP Committee (AAC/1) was held from April 17th to 18th, 2023 in Bangkok. CAAC sent a delegation to participate in this Meeting and in the work of several work streams.
Hong Kong, China	Hong Kong, China has actively participated in the captioned items. Hong Kong, China has sent representatives to actively participate in the work of the APAC ANSP Committee, as the co-lead of workstream 2 and members of workstreams 1 and 3. Hong Kong, China has actively participated in the discussion of the Workstreams to contribute to the acceleration of the development and implementation of Seamless ANS in the APAC Region. Further, echoing the objective of the ANSP Committee to steer implementation of various ANS initiatives for expediting implementation of Seamless ANS Plan, Hong Kong, China will co-host with the CAAC and the Hong Kong International Aviation Academy an inaugural Asia Pacific Region Innovation and Capability Building Symposium (APICS) 2023 in Hong Kong in December 2023 with a theme of "Uniting the Strengthen of Innovation for Building a Seamless Sky". The Symposium aims to bring together aviation leaders, decision-makers and senior professionals from Civil Aviation Authorities, Air Navigation Service Providers, Airport Operators and leading Systems/Solutions Integrators in the Asia Pacific Region and beyond in search for innovative solutions to further enhance air navigation and airport operations.
Macau, China	Macao ANSP attended the APAC ANSP committee meeting held in April 2023 and will continue follow up the implementation of regional ANS initiatives.
Fiji	Fiji supports this action item. Fiji participates in the APANPIRG and DGCA forums and works to update the Seamless ANS Plan accordingly.

India	Noted
Japan	Noted
Maldives	Maldives is working with EASA under their European Union Asia Pacific Partnership programme for south Asia to start working on Regional Air Navigation Plan. During the development of RANP activities will be aligned to the ICAO Asia/Pacific Seamless ANS Plan. Maldives will coordinate with ICAO APAC office and will inform the activities to APANPIRG and DGCA once it starts progressing.
Nepal	(a) & (b) · CANSO focal person for CAA Nepal has been appointed. · CAA Nepal personnel has been appointed for the review of Asia/Pacific Seamless ANS Plan. CAA Nepal has also nominated personnel as APANPIRG Member who are regularly coordinating with ICAO about the activities and progress made by the state in ANS area.
Pakistan	a)Committee of ANSPs for the implementation of ICAO Asia / Pacific Seamless ANS Plan has already been constituted by ICAO / APAC with initial meeting held in April, 2023. Proceedings of the meeting are still awaited from ICAO / APAC. b)Suggestions / recommendations of the committee for aligning the activities with the Asia/Pacific Seamless ANS Plan will be implemented after coordination with ICAO and neighboring ANSPs.
The Philippines	The CAAP supports the decision to: a)form a committee of ANSPs, involving CANSO and IATA, to cooperate in the implementation of regional ANS initiatives including the ICAO Asia/Pacific Seamless ANS Plan; and b)coordinate with ICAO for the purposes of aligning the activities of the committee with the Asia/Pacific Seamless ANS Plan and informing APANPIRG and DGCA Conference of activities and progress.
Republic of Korea	To cooperate in the implementation of regional ANS initiatives, including the ICAO Asia/Pacific Seamless ANS Plan, the Republic of Korea attended the 1st Asia-Pacific ANSP committee meeting held on 17 to 16 April 2023 and agreed to inform activities and progress of the committee to APANPIRG and DGCA.
Singapore	Please see Discussion Paper "APAC ANSP Committee: Progress Report" to be tabled under Agenda Item 9 of DGCA/58.

Thailand	
	Thailand by AEROTHAI has been actively involved in the activities of Asia and Pacific ANSP Committee (AAC) since its establishment as per this Action Item. In particular, President of Aeronautical Radio of Thailand was elected as the Vice-Chair of AAC at its first meeting in April 2023. Since then, and has taken a leadership role in driving the work of Workstream 1 and Workstream 2 focusing, respectively, on stepping up the ANS capacity and capabilities for the region as well as collaborating on the development and implementation of seamless ANS towards the realization of Trajectory-Based Operation (TBO) in Asia/Pacific. Furthermore, Aeronautical Radio of Thailand has also been a member of another two workstreams, i.e. Workstream 3 regarding business continuity and contingency planning and Workstream 4 working on ATM enhancement specifically for an oceanic airspace.

Action Item 57/22   Recognizing the challenges in the development and realization of the global TBO concept in Asia Pacific, the Conference urged States/Administrations to:
a)   share their activities and lessons learnt on developing TBO building blocks; and
b)   consider working towards a harmonized regional roadmap to implement TBO enablers such as SWIM and FF-ICE.

Responses on Action Item 57/22

Australia	Australia is considering plans for the implementation enablers such as System Wide Information Management (SWIM) and Flight & Flow Information for a Collaborative Environment (FF-ICE) for Trajectory Based Operations (TBO) and will continue to share information with our regional partners as work progresses.
Bangladesh	Bangladesh agreed with the proposal.
China	ATMB of CAAC has published its TBO implementation roadmap. ATMB of CAAC has developed its advance CPDLC roadmap for all flight phases. ATMB of CAAC has organized and conducted TBO operation for single aircraft. ATMB of CAAC has introduced TBO roadmap and single aircraft trials at meetings such as ATM/SG and CANSO. The Technical Center of ATMB of CAAC has joined FF-ICE working group of ICAO Asia & Pacific Region, and has introduced the domestic situations of FF-ICE.
Hong Kong, China	Capabilities of sharing data through SWIM in a harmonized manner are a key building block of TBO. Hong Kong, China has led the "Surveillance Study Group" (SURSG) under "Surveillance Implementation Coordination Group" (SURICG) to study and provide recommendations to achieve harmonized sharing of surveillance data in SWIM platform in APAC region. A demonstration of SWIM over CRV would be held by Q1 2024 in Hong Kong to recognize the benefits and value offered by the sharing of surveillance data in SWIM over CRV.
Macau, China	Macao, China keeps coordinating closely with authorities of FIRs, in which Macao ATZ lies within, for the realization of the TBO concept.
Fiji	Fiji supports this action item.

India	The RoadMap for TBO implementation requires a set of prerequisites such as SWIM and FF-ICE The enabling technologies which expand and automate sharing of common information about aircraft trajectories and include SWIM, data communications, enhanced data exchange and many others need to be made available based on agreed harmonized regional roadmap.
Japan	a) Noted b) Japan proposed the establishment of the FF-ICE Operational Requirements Small Working Group with Singapore and other states at ATMSG10 last year, and is currently working on some tasks for promoting FFICE in the region. We would like to continue working on it. Japan is in the process of preparing for the SWIM implementation, in the first quarter of 2025, continues to participate in APAC regional discussions and make an efforts to harmonize toward regional SWIM.
Maldives	Work in progress
Nepal	(a)& (b) · National Air Navigation Plan of Nepal (2021-2025) has been developed and is in implementation phase.
Pakistan	a)The APAC office arranged ATMAS Seminar on 27th June 2023 which included implementation of FF-ICE as enabler of TBO. The said seminar was attended by the representative of DAAR, CNS & OPS both in-person & virtually. Various States shared their activities and lesson learnt on subject. The same will facilitate implementation of FF-ICE.The CRV is being procured by PCAA b)Various States shared their activities and lesson learnt on subject. The same will facilitate implementation of FF-ICE. The Common Regional Virtual Private Network (CRV) service order with PCCW Global (service provider has been placed which is supported for implementation of SWIM and FF-ICE. However, PCAA is already in process of procuring new ATM system.
The Philippines	a) The CAAP's Trajectory-Based Operations is still for discussion; and b) Flight and Flow Information for a Collaborative Environment (FF-ICE) is a product of the ICAO Global ATM Concept and defined as information requirements for flight planning, flow management and trajectory management for PBN. In order to proceed with FF-ICE, precursors or pre-requisites are System Wide Information Management (SWIM) and other infrastructures. FF-ICE as previously discussed is a service provider and a vendor dependent application.
Republic of Korea	At the 1st Asia-Pacific ANSP committee meeting, the Republic of Korea shared its activities related to the establishment and implementation of National Air Navigation Plan, including the implementation of TBO, and is actively participating the Asia-Pacific cooperative body to implement SWIM and FF-ICE.

Singapore	Singapore together with Japan, Thailand, USA, and Canada has been part of the Multi-Regional TBO (MR TBO) demonstration. The MR TBO team shared their activities and lessons learnt at forums such as the ICAO AN World Montreal, APAC ANSP Committee, ATM Automation System Seminar, CNS Sub-Group and ATM Sub-Group in 2023. Singapore has been part of the ICAO APAC FF-ICE Operational Requirements Small Working Group (SWG) which was also formed under the ATM Sub-Group in 2022, where one of the tasks is to recommend an appropriate approach to devise a FF-ICE implementation strategy for the Asia Pacific region.
Thailand	a) AEROTHAI has been continuously developing our TBO capabilities with the current focus on implementing SWIM and FF-ICE/R1. AEROTHAI has also been providing active support to the global and regional ICAO contributory bodies in developing concept and implementation guidance towards TBO. Besides, as part of global validation activity, together with CAAS, FAA, and JCAB, we conducted the first-ever multi-regional TBO live-flight demonstration in June 2023. At the demonstration event hosted by AEROTHAI in Bangkok on 13 June 2023, an opportunity to observe the live flight was provided and our TBO-related experience was shared with representatives from not only the Thailand aviation industry but also the ICAO Asia/Pacific Regional Office and ASEAN Member States. Furthermore, lessons learned from this demonstration have also been shared at several meetings of the ICAO APANPIRG contributory bodies such as SWIM Task Force (SWIM TF), FF-ICE Operational Requirements Small Working Group (FF-ICE OR SWG), CNS Sub-Group (CNS SG), with an aim to foster a better understanding of TBO building blocks and operational benefits they will bring to the Asia/Pacific region. b) Thailand by CAAT as a secretary to IM TWG is working towards implementing the enablers. The progress at the moment are as follows; - As for SWIM, Thailand at the moment is in the process of developing SWIM Master Plan. - As for FF-ICE, the AEROTHAI is now in the trial process of FIXM version 4.1 for Asia and Pacific region. In addition, FICE-B2/2, FICE-B2/4, FICE-B2/5 and FICE-B2/6 have been conducted.

Action Item 57/23   The Conference encouraged States/Administrations to coordinate with the ICAO APAC Regional Office with a view to:
    a)   providing timely updates of ATM Points of Contact responsible for:
             i.   Coordination of space vehicle launch and re-entry; and
            ii.   Actions in response to coordination received; and
    b)   prepare a working paper on the subject for discussion at the next meeting of the ATM Sub-Group of APANPIRG.
Responses on Action Item 57/23

Australia	Australia has effective civil-military cooperation and is aligned with regionally agreed policies in relation to airspace use, space vehicle launches and re-entry activity. Australia supports greater regional discussion of the topic through APANPIRG.
Bangladesh	Bangladesh has already provided an ATM Points of Contact responsible for Coordination of space vehicle launch and re- entry. ICAO APAC RSO has been informed.
China	CAAC has provided the points of contacts for coordination of space vehicle launch and re-entry to ICAO APAC RO. From March to June, CAAC participated in the discussion of SVLRC SWG and provided a suggested version on revision of the guidance document, which received active discussion. The name list of points of contact of ATMB has been reported to the ICAO Asia & Pacific Regional Office.
Hong Kong, China	Hong Kong, China has provided timely update of the ATM Points of Contact to ICAO in accordance with the ICAO's requirement.
Macau, China	Noted, Macao, China has replied the ICAO letter T3/10.2-AP001/23 (ATM) dated 9 January 2023 regarding the Point of Contact for space vehicle and re-entry coordination.
Fiji	Fiji supports this action item. Fiji has provided ICAO APAC Office with information on the relevant ATM Points of Contacts.
India	India ATM point of Contacts have been submitted to ICAO APAC region
Japan	a)Japan updates the ATM contact points for "coordination of space vehicel launch and re-entry" and "actions in response to coordination received", and reports them to the APAC office b)The working paper on the above was proposed to the ATM-SG and adopted a conlusion.
Nepal	(a)ATM Points of Contact are updated on regular basis. (b)CAA Nepal has presented working paper/Information Paper during past events of the ATM Sub-Group of APANPIRG and will be working on it.
Pakistan	The designated ATM Point of Contact along with Contacts numbers for coordination of space vehicle launch and re-entry have been submitted to APAC office.
The Philippines	The CAAP: a)points of contact are duly updated; i.Coordination of space vehicle launch and re-entry are duly coordinated with concerned agencies as well as with PhilSa; and ii.The actions to respond is well placed, including the promulgation of corresponding NOTAMs b)participated in the meeting of the ATM Sub-Group of APANPIRG.

Republic of Korea	For information exchange regarding space vehicle launch, the Republic of Korea provided ATM POC data to ICAO APAC Regional Office, and plans to submit a working paper to the 11th APANPIRG ATM Sub-Group to discuss relevant issues.
Singapore	Singapore has provided ATM POCs to the APAC Regional Office.
Thailand	a Thailand's point of contact for this matter is CAAT. For AEROTHAI, the coordination procedure with all parties involved is well established and ready to be activated whenever needed. b) Currently, CAAT does not have any update on space vehicle launches and re-entry issues. Therefore, no working paper was submitted.

Action Item 57/24	The conference encouraged States/Administrations to coordinate with the ICAO APAC ATFM/SG on consideration of inclusion of GDP trial guidance in the Regional Framework for Collaborative ATFM.
	Responses on Action Item 57/24

Australia	Australia's geographic position in the region is committed to sharing information and experiences on the implementation of Ground Delay Program (GDP) with partners in the region.
Bangladesh	Bangladesh agreed with the proposal.
China	CAAC has been actively engaged in the implementation of cross-border Air Traffic Flow Management with neighboring countries and regions, following the guidelines set by International Civil Aviation Organization (ICAO), and Asia-Pacific cross-border traffic management project has achieved consistent and remarkable progress. With regard to Sanya Flight Information Region (FIR), by July 2023, based on the National Cross-border ATFM platform and the innovative Collaborative Minutes/Miles-in-trail Conversion Program (CMCP)Strategies introduced by CAAC, CAAC has effectively sent Calculated Take Off Time (CTOT) to Thailand, South Korea, Cambodia, Singapore, Vietnam, Laos, Malaysia as well as Hong Kong and Macao, China. The implementation of the specific CTOT by relevant ATM departments not only meets the requirements of the air traffic capacity of each operational unit but also significantly reduces the flight delays, enhances aircraft operational efficiency and fosters a more reasonable and orderly flow of air traffic over the Sanya Flight Information Region (FIR).
Hong Kong, China	In Hong Kong, China, although GDP trial guidance has not been included in the Regional Framework for collaborative ATFM yet, quite a number of GDP trials had been initiated among APAC ANSPs throughout the year with a fairly standardized procedure.
Macau, China	Macao, China keeps coordinating closely with authorities of FIRs to support ATFM implementation.
Fiji	Fiji supports this action item.

India	The Regional Framework for Collaborative ATFM has implementation guidance for distributed multi -nodal ATFM network for facilitating The purpose of the document is to provide guidance to the ANSPs in the APAC region on ATFM implementation strategies and to ensure synergies during implementation of ATFM in the region Cross border ATFM in APAC region. Much progress has been made in multi -nation ATFM implementations, such as Asia pacific Multi Nodal ATFM Collaboration (AMNAC) and Northeast -Asia regional ATFM harmonization Group (NARAHG).
Japan	Japan conducted a GDP trial with neighboring ANSP and reported to ATFM/SG on the status and progress of the study. We will continue to participate in ATFM/SG consideration with neighboring ANSPs.
Nepal	Point well noted.
Pakistan	Given the existing traffic situation at our International airports, application of Ground Delay Program (GDP) is not under consideration. However, if need arises GDP shall be implemented after coordination with neighboring States
The Philippines	The CAAP is yet to finalize the procurement of Air Traffic Flow Management (ATFM) subscription. Multi-Nodal participation by ATFM is on a limited aspect, pending ATFM subscription.
Republic of Korea	The Republic of Korea coordinated with the ICAO APAC ATFM/SG on consideration of inclusion of GDP trial guidance, and plans to participate ATFM Regional Framework Working Group for follow-up discussion.
Singapore	Singapore has participated in GDP trials by Hong Kong, China, and will continue to support and promote the benefits of participating in GDP trials to other States/Administrations as a form of Collaborative ATFM.
Thailand	CAAT participated and noted the progress of ATFM/SG. ATFM/SG/12 assigned this task to ATFM/IR/SWG to incorporate Ground Delay Program (GDP) Trial Procedure in Regional Framework for Collaborative ATFM as an appendix in the next amendment. This would be beneficial for States that plan to implement AFTM in the future. As of 2022, GDP trial guidance has not been included in the Regional Framework. Despite the fact, there has been progress sharing on GDP Trial between Japan Korea, and Hong Kong. The present status on the topic has not been updated from ATFM/IR/SWG, but Thailand is planning to collaborate with Hong Kong in encouraging the region of the inclusion by the next meeting. AEROTHAI played an active role in developing the ICAO Asia/Pacific Framework for Collaborative ATFM, especially version 4.0 published in October 2022. In regard to the inclusion of GDP trial guidance in the next edition of the Framework, AEROTHAI stands ready to share our knowledge and experience in executing cross-border GDP and to take part in the development of the Framework, version 5.0.

AGENDA ITEM 5 : AVIATION SECURITY AND FACILITATION

Action Item 57/25   The Conference recommended that APAC States/ Administrations:
a)   implement the provisions of Annex 9 — Facilitation;
b)   consider deployment of the iPacks and participation in the Facilitation-related courses;
c)   action the HLCC 2021 FAL Stream recommendations addressed to them;
d)   increase efforts in the implementation of AAAVF 2021 recommendations addressed to them;
e)   ensure that Annex 9 Compliance Checklists (CC) are duly completed in the Electronic Filing Of Differences (EFOD) system;
f)   establish a National Air Transport Facilitation Programme (NATFP) and associated Committees in accordance with the relevant Annex 9 Standards 8.17 and 8.19;
g)   implement the ICAO TRIP Strategy roadmap in order to achieve both enhanced air transport facilitation and aviation security;
h)   commit to invest in instituting robust civil registration systems to support the issuance of reliable eMRTDs;
i)   support digital issuance of health proofs in line with the World Health Organization (WHO) recommendations and interoperable with the specifications in the ICAO Technical Report Visible Digital Seal for Non-Constrained Environments (VDS-NC), when possible;
j)   consider participation in the Seventeenth Symposium and Exhibition on ICAO TRIP in September 2022;
k)   join the ICAO PKD as an integral programme component to issue electronic travel documents; and
l)   once a participant in the PKD, upload all public key certificates required for the verification of electronic travel documents, thereby ensuring international capabilities to authenticate the documents in order to facilitate passenger clearance, improve identity management, combat cross-border criminality and increase both aviation and internal security.

Responses on Action Item 57/25

Australia	Australia continues to closely monitor and implement the provisions of Annex 9 – Facilitation, including completing Annex 9 Compliance Checklists in the Electronic Filing of Differences system and reporting any differences to ICAO.
	Australia has actioned many of the HLCC FAL Stream recommendations, for example lifting border restrictions related to the COVID-19 pandemic and encouraging the adoption and acceptance of digital health certificates. We continue to engage with the Air Transport Regulation Panel on the Panel's development of guidelines to temporarily respond to international crises while protecting the integrity of air services arrangements.
	Australia has implemented Annex 9 Standard 8.46 in line with the AAAVF 2021 recommendations and has a Family Assistance Code in place which outlines arrangements for assisting families in the event of an aviation incident. While the code is a voluntary policy, it has been developed with, and adopted broadly by, the Australian aviation industry.
	Australia has established a National Passenger Facilitation Committee (NPFC). The NPFC is an advisory body that provides a strategic forum for engagement between government agencies and industry partners to improve facilitation of passengers through airports, while maintaining appropriate border security. Membership of the committee includes representatives from government agencies, the airline, airport and tourism industries.
	Australia also participates in discussions for the TRIP strategy and implements the strategy as per the roadmap. Two representatives from the Department of Foreign Affairs and Trade attended the ICAO TRIP symposium.
	State Governments manage civil registration systems, which the Australian Government validates automatically via the Document Verification Service. Australia was the first country to implement digital issuance of health proofs in line with the World Health Organization recommendations and interoperable with the specifications in the ICAO Technical Report Visible Digital Seal for Non-Constrained Environments (VDS-NC), for the Australian International COVID Vaccination Certificate (ICVC).
	Australia has been a member of the Public Key Directory (PKD) since 2007, and actively uses and advocates for the use of the PKD. We have also promoted the expansion of PKD to include other certificates like the Barcode Signing Certificate for the ICAO VDS-NC. We actively use the PKD to upload and download public key certificates.

Bangladesh	a) All SARPs of Annex-9 related with aviation security are being implemented by CAAB. b) CAAB is regularly nominating its officials in all relevant courses of ICAO. c) Outcomes of the Facilitation (FAL) Stream of the High Level Conference on Covid-19 (HLCC) held in 2021 have been shared with all divisions of CAAB and airport offices for awareness. d) Bangladesh is committed to increase efforts in the implementation of AAAVF 2021 recommendations. e) CAAB files EFOD only in case of Annex-17 and is committed to complete the Annex 9 Compliance Checklists (CC) in the EFOD system. f) NATFP is already established. g) Noted. Bangladesh is also committed to: h) invest in instituting robust civil registration systems to support the issuance of reliable eMRTDs. i) support, when possible digital issuance of health proofs in line with WHO recommendations and interoperable with the specifications in the ICAO Technical Report on VDS-NC. k) join the ICAO PKD as an integral programme component to issue electronic travel documents; and l) upload all public key certificates required for the verification of electronic travel documents.
China	In October 2022, differences were filed to ICAO regarding the 29th amendment of Annex 9. In 2001, China set up the NATFC. On 29 June 2023, NATFP was formulated.
Hong Kong, China	Hong Kong, China supports the recommendations and action items. The compliance status of the provisions in Annex 9 has been closely monitored and reviewed in the regular meetings of the Hong Kong Air Transport Facilitation Committee Meetings.
Macau, China	Macao, China will continue to implement the provisions of Annex 9 as far as practicable and will ensure the CC are duly completed in the EFOD system while Macao, China is revising the Macao Air Transport Facilitation Programme. Furthermore, Macao, China has joined the ICAO PKD and AACM will closely communicate with other regulatory agencies in Macao to follow up the ICAO TRIP Strategy roadmap to achieve enhanced air transport facilitation and aviation security.

Fiji	Fiji supports this action item. a) Fiji is in the process of implementing the provisions of Annex 9, Facilitation. Government has sought the assistance of the UN Office of Counter Terrorism and related agencies to develop a national framework and legislation for API/PNR. This will take time. A phased implementation approach has been agreed to beginning with API and then PNR. The Ministry of Health is working with stakeholders to develop the National Aviation Plan in response to pandemics. b) 10 persons from Fiji took part in the iPack PHC sponsored by FAA. Fiji, through the Ministry of Health and the Ministry of Home Affairs, is taking the lead role in the development of the National Aviation Plan. A simulation exercise had been conducted at the end of 2022. c) Fiji has established a National Air Transport Facilitation Programme (NATFP) and established a NATF Committee in early 2000 but this National Committee is now inactive. In its absence, the Airport FAL Committee has been performing the FAL role. d) Fiji has implemented e-passport in support of e-MRTDs. This is a step up from previous editions of the Fiji passport in terms of the inherent security features. e) Whilst Fiji supports this, it has not implemented Visible Digital Seal for New Constrained Environment (VDS- NC). This is a technical area and more guidance is required, including government direction and particularly, Ministry of Health direction. f) l) Fiji is not part of PKD. This requires government direction, technical expertise and funding. Not an immediate priority post COVID.
India	a) All SARPs of Annex-9 related with aviation security are being implemented by BCAS. b) BCAS is regularly nominating its officials in all relevant courses of ICAO. c) Outcomes of the Facilitation (FAL) Stream of the High Level Conference on Covid-19 (HLCC) held in 2021 have been shared with all divisions of BCAS and its Regional offices for awareness. e) BCAS files EFOD only in case of Annex-17. f) NATFP is already established and approved by MoCA vide letter No 24032/113/2015-AD dated 07.12.2015. g) noted j) Shri Jaideep Prasad, Joint Director General and Shri Rajeev Rai, Joint Director from BCAS had participated in the Seventeenth Symposium and Exhibition on ICAO TRIP in September, 2022
Japan	Japan will continue to support its activities.

Maldives	Maldives has established NATFP and has a functioning NATFC and continues to monitor and implement the SARPs of Annex 9, and update CC through EFOD as and when required Maldives has started to implement the ICAO TRIP Strategies as per the TRIP implementation roadmap and have enhanced the security of the travel documents. In this regard Maldives has started issuing 2nd generation e-passports, and have established document examination labs at major Points of Entries. Ministry of Health of Maldives has established digital platform to issue and verify Vaccination certificates in line with WHO recommendations
Nepal	(a)Implemented. (b)Partially implemented. (c)Implemented. (d)Implemented. (e)Implemented. (f)Implemented. (g)Under progress. (h)Implemented. (i)In progress. (j)Accepted. (k)Implemented. (l)Coordinated to concerned entities.

Pakistan	a)PCAA is implementing the security provisions of Annex – 9 through National Civil Aviation Security Program b)PCAA has agreed for the implementation of the AVSEC iPacks and is currently in coordination with ICAO regarding participation in the "Aviation Security Quality Control Oversight" iPack. a)PCAA has an established and approved National Civil Aviation Facilitation Program and National Civil Aviation Facilitation Committee, as per the relevant requirements of Annex-9. Moreover, Airport Facilitation Committees have also been established at all airports in Pakistan and regular meetings of these committees are conducted at the airports. b)PCAA is fully committed to implement the ICAO TRIP Strategy roadmap and is facilitating the concerned national organizations responsible to control and issue MTRDs to implement the ICAO Trip Strategy. These departments are extended physical and technical facilities for the control and verification of the MRTDs at the airports. Moreover, ICAO SARPs and guidance material is also shared for enhancement in procedures. c)Annex-9 provisions are implemented, however, for APIS, PCAA is coordinating with national immigration authorities for implementing as per ICAO SARPs. d)New AAAVF has been issued by AT. e)NATFD is available & NATFC has been formed Relevant officers are nominated subject to approval of competent authority f)The procedure to Joint ICAO PKD has been forwarded to D (I&P) Islamabad & they are in contact with ICAO
The Philippines	Provisions of the ICAO Annex 9 – Facilitation are being implemented in the Philippines by different Agencies such as the Bureau of Immigration, Bureau of Customs, Department of Foreign Affairs et al. The National Aviation Transport Facilitation Program (NATFP) of the Philippines is subject to be approved this year (2023), addressing all the requirements of the Annex 9 and its amendment. The final draft of NATFP were submitted and reviewed by the ICAO Auditors during the ICAO Universal Security Audit Program – Continuous Monitoring Approach (USAP-CMA) in July 2023.

Republic of Korea	The Republic of Korea is implementing the provisions of Annex 9 and recommendations of HLCC 2021 FAL Stream in coordination with relevant authorities including Ministry of Justice and Korea Disease Control and Prevention Agency (KCDA), and completed the Annex 9 Compliance Checklists in the EFOD system. The Republic of Korea has provided compensation and assistance to victims of aircraft accidents and their families according to the Aviation Business Act and plans to participate the next symposium. In accordance with the relevant provisions of Annex 9, the Republic of Korea has established and operated the facilitation committee. To implement the ICAO TRIP Strategy roadmap, we are closely collaborating with the Ministry of Justice, Ministry of Foreign Affairs, airport operators and airlines. The Republic of Korea is issuing e-passports using eMRTDs. We also issue digital vaccine certificates
Singapore	Singapore noted the recommendation for points (a) – (l) and is supportive of them. Singapore acts in accordance with the Annex 9 Standards, including those related to the ICAO TRIP Strategy, and has actioned the HLCC 2021 FAL Stream recommendations where feasible. Singapore also participated in the 17th (Sep 2022) and 18th ICAO TRIP Symposium and Exhibition in Sep 2023, and serves as the PKD Board Member.

Thailand	a) Thailand implements the provisions of Annex 9 — Facilitation;
	b) Thailand by CAAT and relevant stakeholders had participated in the deployment of the Implementation Package (iPack) entitled "Establishing a Public Health Corridor (PHC)" in 2022.
	c) Thailand has taken appropriate actions to implement the HLCC 2021 Facilitation Stream recommendations addressed by ICAO.
	d) Noted
	e) Noted
	f) Thailand established the National Civil Aviation Facilitation Programme (NCAFP)
	- 1st edition was promulgated on April 7th, 2017
	- 2nd edition was promulgated on February 7th, 2020
	Moreover, Thailand has established National Civil Aviation Facilitation Committee (NCAFC) since 2017 in accordance with standards 8.17 and 8.19 of Annex 9.
	g) Thailand has implemented the ICAO TRIP strategy roadmap as follows:
	1. CAAT's roles in implementation of TRIP
	1.1 CAAT's been nominated as a focal point of facilitation.
	1.2 NCAFP was established and implemented in 2017 (the latest edition is 1st revision promulgated on 7th Feb 2020)
	1.3 NCAFC has been established since 2017
	1.4 Filed the difference regarding TRIP via EFOD system.
	2. elements of TRIP Strategy roadmap:
	2.1 Evidence of Identity: Ministry of Foreign Affairs (MFA) is responsible for proof and verification of identity to issue passport. This procedure integrates with Civil registration system.
	2.2 eMRTDs: MFA issued in machine readable travel documents in 1993 and afterwards, electronic machine readable travel documents were issued in 2005 in accordance with the specifications in Doc 9303.

	2.3 Document issuance and control: MFA and Royal Thai Police (by Interpol Department) are responsible for travel document issuance and control process which includes retuning of stolen and lost travel document to Interpol Dep., blank passport warehouse management, passport producing area security control etc. 2.4 Inspection systems and tools: MFA and Immigration Bureau are responsible for travel document verification system and equipment. Thailand became a member of ICAO Public Key Directory (PKD) in 2013 and nominated MFA as a focal point. PKD's been applied to electronic travel document verification process and face recognition's been applied to biometric verification. 2.5 Interoperable applications: MFA, Interpol Dep., immigration bureau and Thai custom are responsible for interoperable application. - Advance Passenger Processing. System: APPS interoperable with Watchlist/Blacklist database system. - APPS interoperable with passenger name record: PNR and INTERPOL Stolen and Lost Travel Document Database. h) The eMRTD issuance process has included proof and verification of identity process integrate with Civil registration system. i) Thailand has developed the Thailand's digital issuance of health proofs named Moh Prompt application which is in line with the World Health Organization's (WHO) recommendations. Moh Prompt is an application of the Thai Ministry of Public Health which also serves as a point of contact for the Ministry of Public Health for vaccination-related information. j) Noted k) Thailand participated the ICAO Public Key Directory (PKD) Participant No. 36th on 05 March 2013 for purpose of application of PKD to electronic travel document verification process. https://www.icao.int/Security/FAL/PKD/Pages/ICAO-PKDParticipants.aspx https://www.icao.int/Meetings/A40/Documents/WP/wp_006_en.pdf
	l) Once Thailand by The Department of Consular Affairs under Ministry of Foreign Affair (MFA) who is a participant in the ICAO PKD uploads all public key certificates for electronic travel document verification purpose, various actions have been implemented so as to enhance international capabilities such as: - passenger clearance facilitation and identity management improvement - opposition against cross-border criminality - increasing aviation security

Action Item 57/26 The Conference encouraged States/Administrations to consider:

a)   the potential benefits of adopting One-stop Security (OSS) arrangements in accordance with ICAO's regulations, as a potential means to enhance the security and efficiency of the entire air transport industry; and

b)   inputs and recommendations provided by airports and airlines when assessing opportunities for OSS and identifying potential OSS partner States.

Responses on Action Item 57/26

Australia	Australia notes the Action Item.
Bangladesh	Bangladesh endorsed the potential benefits of adopting One-stop Security (OSS) to enhance the security and efficiency of the Air Transport industry.
China	Well noted.
Hong Kong, China	Hong Kong, China notes the action item and will keep in view ICAO's requirements and guidelines and experience in other APAC airports.
Macau, China	Macao, China recognizes the benefits of adopting OSS arrangements to enhance the security and efficiency of the entire air transport industry. Currently, Macao Special Administrative Region Civil Aviation Security Programme (MCASP) has provisions of validation process for transfer passenger and cabin baggage, hold baggage, cargo and mail. AACM will communicate with airports and airlines for their inputs and recommendations when assessing opportunities for OSS and identifying potential OSS partner States/Administrations.
Fiji	Fiji supports this action item. a) Fiji has adopted one stop security for transfer hold baggage and transfer air cargo from US, NZ, Australia, Vancouver and HK. b) as in a) above but OSS limited to HBS and Air Cargo only. This alleviates need for rescreening at Nadi and frees up much needed space.
India	Noted
Japan	Japan has already introduced OSS. OSS contributes to the implementation of passenger convienience as well as the efficiency of airport operations and optimization of resources. While the implementation of OSS should be decided between the states, there is no particular objection to encourage other states to adopt OSS.
Maldives	0
Nepal	(a)Not applicable. (b)Not applicable.
Pakistan	(a&b) PCAA recognizes the potential benefits of OSS arrangements and is actively looking to identify potential OSS partner States by engaging in constructive dialogue and collaboration with partner States, airports, and airlines.

The Philippines	The Philippines through the Office for Transportation Security is considering the implementation of the One-Stop-Security (OSS) arrangements to enhance the security measures and procedures and efficiency of the aviation transport system, increase the global sustainability of the aviation security system, increase passenger satisfaction and operational and efficiency gains for airports and airlines. Further study should be conducted to take into consideration all areas included in the implementation of OSS leading to recognition of equivalence of security measures for OSS arrangements such as, but not limited to: infrastructure, infostructure, risk assessment, accountability and liability issues, increase resources required to establish and maintain the arrangement and monitoring changes in the global threat.
Republic of Korea	The Republic of Korea is exempting from custom inspections and re-screening for passengers who depart from the US or Incheon airport and arrive at the US. We were selected as a candidate location in May 2023, submitted a proposal for the OSS pilot program and is putting various efforts to prepare itself for assessment, such as translation of relevant regulations into English.
Singapore	Singapore acknowledged the potential benefits of adopting OSS arrangements. Singapore has established an OSS agreement with EU and will continue to explore opportunities with other states.
Thailand	Noted

Action Item 57/27

The Conference noting the fundamental challenges faced by PSIDS in implementing security SARPs

a)   recommended that ICAO continues to work closely with PASO, partners and individual PSIDS to assist in raising regional capacity and capability;

b)   encouraged relevant States/Administrations to participate in the review of the GASeP and the associated aspirational targets;

c)   encouraged relevant States/Administrations to continue to participate in the USAP-CMA Secretariat Study Group (SSG) to provide suggestions and input regarding the evolution of the programme; and

d)   considered the practical actions suggested in the paper for ICAO to continue to assist PSIDS to overcome fundamental challenges and recognized that while a number of these are already initiated, others may be considered to the extent practicable and may be raised with the relevant GASeP review Task Force and/or USAP-CMA SSG by relevant States participating in these fora.

Responses on Action Item 57/27

Australia	Australia continues to support ICAO's efforts in the Pacific, in particular the recent deployment of the Pacific Liaison Officer based in Fiji. We welcome the opportunities for closer engagement and support by ICAO this will facilitate in assisting the Pacific Islands. Australia supports these recommendations. Australia also supports ICAO's consideration of how USAP-CMA requirements could be tailored to PSIDS capacity and capability being informed by the outcomes of work being undertaken by the Aviation Security Panel. Australia delivers capability building activities though the Transport Security International Capacity Building Program. Planned activities for the 2023–24 program contributes to building regional aviation security capability by Australia's transport security posted officers in Thailand, Indonesia and the Philippines. The planned program activities will improve security outcomes through sharing knowledge and experience on security processes, procedures and technologies, and facilitate linkages and networks among ICAO member states in the regions.
Bangladesh	a) Bangladesh is not the part of Pacific Small Island Developing States (PSIDS). b) The GASeP is a critical document that outlines strategies for enhancing aviation security worldwide. Reviewing the ICAO's Global Aviation Security Plan (GASeP) and the associated aspirational targets involves a comprehensive assessment of the plan's components, objectives, and effectiveness. CAA Bangladesh aims to provide a balanced assessment of the plan's strengths, weaknesses, and overall impact on global aviation security. c) Bangladesh is committed to participate in the USAP-CMA Secretariat Study Group (SSG) to provide suggestions and input regarding the evolution of the programme. d) Noted.
China	Well noted.
Hong Kong, China	Hong Kong, China supports the recommended action item.
Macau, China	Noted.

Fiji	Fiji supports this action item. a) Fiji has offered to host the Office of the Pacific Small Islands Developing States Liaison Officer (PLO) and second an administration officer to assist when the PLO takes office. b) Fiji will participate in the review of the GASeP and aspirational targets. This is an area that the PSIDS needs more assistance on. c) Fiji is not part of the Working Group. However, we participated in the ICAO USAP-CMA workshops and other related forums such as Security Culture. d) Fiji continues to work in partnership with ICAO to realise this objective.
India	a) India is not the part of Pacific Small Island Developing States (PSIDS). b)The GASeP is a critical document that outlines strategies for enhancing aviation security worldwide. Reviewing the ICAO's Global Aviation Security Plan (GASeP) and the associated aspirational targets involves a comprehensive assessment of the plan's components, objectives, and effectiveness. BCAS, India aims to provide a balanced assessment of the plan's strengths, weaknesses, and overall impact on global aviation security. c)Three officials of BCAS participated in USAP-CMA Seminar held in Singapore from 31.10.2022 to 03.11.2022. d) Noted
Japan	Japan understands importance of development of USAP-CMA activities.
Nepal	(a), (b), (c) & (d) ¬- If requested by concerned authorities, will consider.
Pakistan	/

The Philippines	Noting the fundamental challenges faced by PSIDS in implementing security SARPs:
	a)the Philippines recognizes the need for ICAO to continuously work closely with PASO, partners and individual PSIDS to assist in raising regional capacity and capability;
	b)the Philippines through the Office for Transportation Security (OTS) will consider to participate in the review of the GASeP and the associated aspirational targets;
	c)the Philippines through the Office for Transportation Security will consider to participate in the USAP-CMA Secretariat Study Group (SSG) to provide suggestions and input regarding the evolution of the programme; and
	d)the CAAP will consider the practical actions suggested in the paper for ICAO to continue to assist PSIDS to overcome fundamental challenges and recognized that while a number of these are already initiated, others may be considered to the extent practicable and may be raised with the relevant GASeP review Task Force and/or USAP-CMA SSG by relevant States participating in these fora.
Republic of Korea	/
Singapore	Singapore noted the recommendations and has taken steps to implement them where applicable.
Thailand	Noted

Action Item 57/28   The Conference encouraged States/Administrations to:
a)   explore ways to accelerate the acceptance of electronic security status declaration such as e-CSD; and
b)   explore the possibility of integrating other formats and solutions for the transmission of digital security declaration status.

Responses on Action Item 57/28

Australia	Australia notes the Action Item.
Bangladesh	a) Point noted on e-CSD. b) Point noted for exploring the possibility of integrating other formats and solutions, if any, for the transmission of digital security declaration status.
China	Well noted.
Hong Kong, China	Hong Kong, China will keep in view ICAO's requirements and guidelines on e-CSD (electronic Consignment Security Declaration).
Macau, China	Macao, China will explore the opportunities to use e-CSD.

Fiji	Fiji supports this action item. It may take time to make this transition.
India	a)BCAS has issued an Addendum to its AvSeC Order No. 06/2005 on 22.10.2021 on e-CSD. b) Point noted for exploring the possibility of integrating other formats and solutions, if any, for the transmission of digital security declaration status.
Japan	Japan understands importance of electronic development of security status declaration such as e-CSD. The use of e-CSD (consignment security declaration) has already been admitted in Japan because of its ability to accurately and efficiently share cargo security status.
Nepal	(a)In preliminary phase. (b)In preliminary phase.
Pakistan	(a&b) PCAA acknowledges and supports the adoption of e-CSD (electronic Cargo Security Declaration) and the transmission of digital security declaration statuses. Although, at present, only a small number of cargo and airline entities have implemented the e-CSD system on a limited scale in Pakistan (mainly due to the absence of consistent IT systems across all the organizations involved in the secure supply chain for cargo), Pakistan is looking at solutions to integrate the formats across the entire supply chain to accelerate the issuance of e-CSDs in the country.
The Philippines	The Philippines through the Office for Transportation Security will encourage the aircraft operators to adopt the electronic consignment security declaration (e-CSD) taking into consideration the protection of the critical information and infostructure used for the system.
Republic of Korea	Airlines in the Republic of Korea are implementing the electronic security status declaration system on their own. The Republic of Korea will provide support for early settlement of the system, if necessary, and consider the integration of formats and solutions for the transmission of digital security declaration status.
Singapore	Singapore accepts the use of e-CSD and the integration of other formats and solutions for the transmission of digital security declaration status.
Thailand	a) Subject to ELECTRONIC TRANSACTIONS ACT B.E. 2544 (2001) e-CSD or any information in electronic form could be accepted, so operators can decide to apply suitable option (manual / electronic form) Note: Currently, there are some operators apply e-CSD. b) Noted.

Action Item 57/29	The Conference urged States/Administrations to review their approach to deterrence and enforcement measures for unruly and disruptive behavior on flights and specifically to: a) implement public awareness campaigns to ensure that travelers are aware of what constitutes prohibited conduct and the legal and other sanctions that could result in line with SARPs in Annex 9 Facilitation; b) ratify the Montreal Protocol 2014 to remove any jurisdictional gaps; and c) implement a civil and administrative penalties regime as outlined in ICAO Manual Doc. 10117, as appropriate, and to ensure that a range of enforcement mechanisms is available to respond to the different type and severity of unruly and disruptive passenger incidents.

Responses on Action Item 57/29

Australia	Australia has not ratified the 2014 Montreal Protocol to the Tokyo Convention (Protocol to Amend the Convention on Offences and Certain Other Acts Committed on Board Aircraft). In Australia, most 'unruly passenger' offences are specified in (and dealt with under) the Civil Aviation Safety Regulations 1998 and, in rare cases, section 24 of the Civil Aviation Act 1988. The Civil Aviation Safety Authority (CASA) has been working closely with the Australian Federal Police and Airlines for Australia and New Zealand in support of efforts to discourage, deter and respond effectively to such conduct.
Bangladesh	a) Noted b) Noted c) Bangladesh has a mechanism for dealing with unruly and disruptive passengers, which includes enforcement.
China	China signed the 2014 Montreal Protocol on 4 April 2014, which has not yet been ratified. China has strengthened public awareness to prevent disruptions and penalties for disruptive behaviors.
Hong Kong, China	Hong Kong, China has in place the laws to provide deterrence and enforcement measures to be taken against unruly and disruptive behavior on flights.
Macau, China	Macao, China plans to implement public awareness campaigns in 2025. Macao, China has relevant penalties regime in Macao Penal Code and Administrative Regulation 31/2003 amended by Administrative Regulation 16/2022 to respond to the different type and severity of unruly and disruptive passenger incidents.

Fiji	Fiji supports this action item. a)Security awareness conducted by airline and airport operators with their staff. This is monitored via the AVSEC and FAL Airport Committees. b)Fiji has signed the Montreal Protocol 2014 but is yet to ratify it
India	a)Noted b)Has been taken up with Govt. c)India has a mechanism for dealing with unruly and disruptive passengers, which includes enforcement.
Japan	a) Japan has been conducting the series of campaigns to passengers by displaying posters, etc. b) c) Noted
Nepal	(a)Implemented. (b)Under consideration of Government of Nepal. (c)Implemented.
Pakistan	a)Unruly and disruptive passengers are dealt by Airport Management and other airport functionaries e.g. immigration and relevant do and don'ts are available with Airports. b)Pakistan has made unruly and disruptive behavior on flights punishable through the newly promulgated Pakistan Civil Aviation Act, 2023. Similarly, administrative penalties have also been introduced in this respect in the Act. c)Whereas, the Montreal Protocol, 2014 has already been forwarded to the Controlling Ministry for initiating process of ratification.
The Philippines	The Philippines through the CAAP and OTS supports the review of the approaches to deterrence and enforcement measures for unruly and disruptive behavior on flights and specifically to: a)implement public awareness campaigns to ensure that travelers are aware of what constitutes prohibited conduct and the legal and other sanctions that could result in line with SARPs in Annex 9 Facilitation; b)ratify the Montreal Protocol 2014 to remove any jurisdictional gaps; The Philippine government has been ramping up its efforts to have the MP14 ratified already. In fact, CAAP has already manifested its official concurrence to the proposed ratification; and c)implement a civil and administrative penalties regime as outlined in ICAO Manual Doc. 10117, as appropriate, and to ensure that a range of enforcement mechanisms is available to respond to the different type and severity of unruly and disruptive passenger incidents.

Republic of Korea	To implement public awareness campaigns, the Republic of Korea requires airlines and airport corporations in Korea to install leaflets regarding unruly and disruptive behavior on flights and other prohibited conduct in their offices. The Republic of Korea is imposing penalties for crimes of violence on aircraft, crimes of altering course of aircraft, etc. under the Aviation Security Act.
Singapore	Singapore supports the initiatives proposed by the Conference and has implemented public awareness campaigns to remind passengers to treat airport staff with respect and kindness. Singapore has already ratified the Montreal Protocol 2014 and addressed the jurisdictional gaps through its implementing legislation. Singapore has a range of enforcement mechanisms to respond to the different types and severity of unruly and disruptive passenger incidents which include prosecution and compounding offences (that require payment of a composition sum) or administering stern warnings in lieu of prosecution.
Thailand	a) 1.1 The ACT ON CERTAIN OFFENCES AGAINST AIR NAVIGATION B.E. 2558 (2015) implemented SARPs in Annex 9 Facilitation regarding to deterrence and enforcement measures for unruly and disruptive behavior on flights. 1.2 Thailand implement public awareness campaigns to make people be aware of illegal acts and its penalties under the ACT as mention below: - CAAT provide public relation regarding illegal acts and its penalties via CAAT website and other social media. - Air operators provide the announcement of warning on the illegal acts and its penalties before depart. b) Thailand is in the process of ratifying the Montreal Protocol 2014. c) The ACT ON CERTAIN OFFENCES AGAINST AIR NAVIGATION B.E. 2558 (2015) stipulates criminal penalties only, however the act authorize pilot in command to conduct administrative actions for example: - restrain disruptive or unruly passengers - stipulates measures to protect safety of aircraft, passengers and crew members - commands the passenger to follow the airline's rules

Action Item 57/30   The Conference noting the international Recommended Practices, guidance and technical specifications being developed by ICAO and IATA in relation to digital credentials and contactless travel recommended that:
a)   States enhance the use of digital health platforms, where applicable, and simplify the processes by removing the need for airlines to check physical documents at check-in; and
b)   Government agencies in individual States coordinate and collaborate among themselves to provide a single platform for the collection of comprehensive information about passengers and issuance of digital notification of approval to travel.

Responses on Action Item 57/30

Australia	For COVID vaccination certificates, Australia implemented VDS-NC, which ICAO has specified as its worldwide standard for digital vaccination certificates. Authorities can verify the certificate is true and unaltered by checking the QR code against the Country Signing Certificate Authority public key that secures Australia passports. One way they can do this is by using an Australian Government app called VDS-NC Checker. Representatives participate in discussions with WHO and ICAO to explore the future capabilities. Australia has a streamlined process for the collection of comprehensive information about passengers and issuance of digital notification of approval to travel, managed by the Australian Border Force (ABF). Australia participated in a workshop with Canada and New Zealand, after the TRIP Symposium to explore the use of Digital Travel Credentials, which will further streamline these processes.
Bangladesh	Noted
China	Well noted.
Hong Kong, China	Hong Kong, China has removed all pre-departure and post-arrival quarantine and testing requirements.
Macau, China	Noted.
Fiji	Fiji supports this action item. a) There have been discussions on this but this has not been incorporated due to cost factor. b) API yet to be implemented.
India	Noted
Japan	Japan offers VISIT JAPAN WEB for travelers. Travelers can use this website to simplify immigration and customs declaration procedures.
Maldives	Maldives Immigration has established their own digital platform "Immuga" for the collection of information and to simplify the processes by removing the need for airlines and to check physical documents
Nepal	(a)Partially implemented. (b) Partially implemented.
Pakistan	Relevant ICAO requirement has been communicated to Immigration authorities
The Philippines	The CAAP will consider to: a)enhance the use of digital health platforms, where applicable, and simplify the processes by removing the need for airlines to check physical documents at check-in; and b)to coordinate and collaborate with Philippine government agencies to provide a single platform for the collection of comprehensive information about passengers and issuance of digital notification of approval to travel.

Republic of Korea	The Republic of Korea is operating the vaccine certificate application and a smart boarding pass system which integrates biometric and boarding information. We plan to discuss the introduction of a single platform for collection of traveler information and issuance of digital travel approval at the technical meeting of CASP-AP (to be held in 2024).
Singapore	Singapore has adopted the use of digital health platforms and implemented an advance passenger information (API) system that is consistent with internationally recognised standards.
Thailand	a) Thailand has developed digital health platform and implemented named Moh Prompt since 12nd February 2021. b) Thai government agencies have coordinated and collaborated to provide a single platform, The Thailand Pass system, for the collection of comprehensive information about passengers and issuance of digital notification of approval to travel. The Thailand Pass system is a free-of-charge web-based system designed to make the documentation process of travelers entering Thailand more efficient and faster. The Thai Pass QR code is required for all travelers entering Thailand.

Action Item 57/31   The Conference invited States/Administrations to consider proposing:

a)   a cooperation plan for the establishment of advanced security equipment performance certification as a concept to the ICAO AVSEC Panel for further consideration; and

b)   to the ICAO Task Force reviewing the GASeP, the inclusion of further principles for the promotion and utilization of advanced aviation security screening equipment into the GASeP.

Responses on Action Item 57/31

Australia	Australia notes the Action Item.
Bangladesh	Noted
China	CAAC is paying attention to this.
Hong Kong, China	Hong Kong, China will keep in view ICAO's requirements and guidelines on e-CSD (electronic Consignment Security Declaration).
Macau, China	Noted.
Fiji	Fiji supports this action item.
India	Noted
Japan	It could be beneficial to Japan if technical requirements, certification, etc. for these equipments were developed and information shared. Japan has been eagerly deploying security screening equipments with advanced technologies to enhance security at airports.

Nepal	(a)Under preliminary phase.
	(b)Under preliminary phase.
The Philippines	The Philippines through the Office for Transportation Security acknowledges the significance of proposing : a)a cooperation plan for the establishment of advanced security equipment performance certification as a concept to the ICAO AVSEC Panel for further consideration;
Republic of Korea	The Republic of Korea plans to discuss advanced security equipment performance certification concept and propose it as an agenda item to the ICAO AVSEC Panel at Innovation Aviation WG (to be held within this year). The Republic of Korea proposed a need to improve capacities of security personnel who use advanced aviation security screening equipment to GASeP Task Force.
Singapore	Singapore supports the cooperation plan for the establishment of advanced security equipment performance certification provided that the test items used in the certification includes the threat faced by each state. This consideration should be addressed prior to the inclusion of further principles for the promotion and utilization of advanced aviation security screening equipment into the GASeP.
Thailand	Noted

Action Item 57/32   The Conference encouraged States/Administrations to adopt and ratify the Montreal Protocol 2014; and noted the IATA "Unruly Passenger Report" which is in use by crew members (available within the IATA Cabin Operations Safety-Best Practices document).

Responses on Action Item 57/32

Australia	Australia has not ratified the 2014 Montreal Protocol to the Tokyo Convention (Protocol to Amend the Convention on Offences and Certain Other Acts Committed on Board Aircraft). In Australia, most 'unruly passenger' offences are specified in (and dealt with under) the Civil Aviation Safety Regulations 1998 and, in rare cases, section 24 of the Civil Aviation Act 1988. The Civil Aviation Safety Authority (CASA) has been working closely with the Australian Federal Police and Airlines for Australia and New Zealand in support of efforts to discourage, deter and respond effectively to such conduct.
Bangladesh	Noted
China	China signed the 2014 Montreal Protocol on 4 April 2014, which has not yet been ratified.
Hong Kong, China	Hong Kong, China took note of the action item.
Macau, China	Noted.
Fiji	Fiji supports this action item. Fiji has signed the Montreal Protocol 2014 but is yet to ratify it
India	Noted

Japan	Noted
Nepal	Implemented.
Pakistan	The Montreal Protocol, 2014 has already been forwarded to the Controlling Ministry for initiating process of ratification.
The Philippines	The Philippines supports the initiative of the DGCA, in modernizing the travel journey, simplifying passenger processes and enhancing boarder security. The Philippine government has been ramping up its efforts to have the MP14 ratified. In fact, CAAP has already manifested its official concurrence to the proposed ratification through the submission to the Department of Transportation on May 5, 2023 the Letter of Concurrence to Amend the Montreal Protocol 2014 by the Director General of CAAP.
Republic of Korea	The Republic of Korea will discuss the establishment of "Regional Cooperation Desk" among Asian countries including Philippines and Vietnam at the technical meeting of CASP-AP (to be held in 2024).
Singapore	As mentioned under Action Item 57/29, Singapore has already ratified the Montreal Protocol 2014.
Thailand	Thailand is in the process of ratifying the Montreal Protocol 2014 and noted the IATA "Unruly Passenger Report".

Action Item 57/33   The Conference encouraged

a)   ICAO to progress as a priority the HLCC 2021 recommendations and actions aimed at developing a crisis response framework for future health related crises that draws on the recommendations and guidance and advice developed by CART;

b)   States/Administrations to implement the relevant HLCC 2021 recommendations and actions aimed at strengthening national response planning, coordination and management arrangements in preparation for future pandemics or health crises; and

c)   ICAO to continue with the implementation of the planned assistance and capacity development activities to promote cooperation between States/Administrations and with industry, to assist with the implementation of ICAO Annex 9 - Facilitation SARP's and related COVID-19 recovery initiatives.

Responses on Action Item 57/33

Australia	Australia supports the outcomes of the 2021 High-level Conference on COVID-19 and the work of the ICAO Council Aviation Recovery Taskforce (CART).
	Australia has actioned many of the HLCC FAL Stream recommendations aimed at strengthening national response planning, coordination and management arrangements in preparation for future pandemics or health crises. Australia uses the ICAO EFOD system to notify differences and compliance with Annex 9 provisions.
	Australia works closely with its airports and the aviation industry, to ensure measures for the management of human health biosecurity risks are appropriate to the challenge being presented.
	Recognising the wide availability and uptake of vaccination and oral treatments for COVID-19, and the corresponding changes to federal, state and territory public health measures, Australia's human health biosecurity arrangements have been adjusted to be more proportionate to the current level of risk.
	Australian Government agencies continue to work together to ensure that any future responses to global health emergencies are built on the foundations of the lessons learned from managing the COVID-19 pandemic.
Bangladesh	Noted
China	Since the outbreak of the pandemic, CAAC has issued ten editions of the Technical Guidelines for the Prevention and Control of Epidemics for Transport Airlines and Airports, providing important support for the safe and orderly recovery of the civil aviation industry.
Hong Kong, China	Hong Kong, China has implemented the relevant recommendations from the HLCC 2021.
Macau, China	Noted.
Fiji	Fiji supports this action item. a) Ministry of health and stakeholders are working on the development of a National Aviation Plan (Annex 9 SARPs)
India	Noted
Japan	a) c) Noted b) Japan will continue its activities as before.
Maldives	Maldives has implemented the applicable recommendations and actions of the CART and continues to enhance plans and coordination mechanisms in order to prepare for any future health pandemic

Nepal	(a) Implemented. (b) Implemented. (c) Implemented.
The Philippines	a) The Philippines recognizes the importance for ICAO to prioritize the HLCC 2021 recommendations and actions aimed at developing a crisis response framework for future health related crises that draws on the recommendations and guidance and advice developed by CART; b) The Philippines supports the implementation of the relevant HLCC 2021 recommendations and actions aimed at strengthening national response planning, coordination and management arrangements in preparation for future pandemics or health crises; and c) The Philippines acknowledges the significance for ICAO to continue with the implementation of the planned assistance and capacity development activities to promote cooperation between States/Administrations and with industry, to assist with the implementation of ICAO Annex 9 - Facilitation SARP's and related COVID-19 recovery initiatives. The CAAP in particular is considering an "Exchange Program" for interested countries which aims to share best practices of each participating countries on the establishment and implementation of respective Facilitation Program that can adopted by the participating countries.
Republic of Korea	The Republic of Korea is closely collaborating with relevant authorities and the aviation industry for the implementation of HLCC 2021 recommendations.
Singapore	Singapore has actioned the HLCC 2021 FAL Stream recommendation where feasible. Singapore's NATFP and NATFC work to achieve the implementation of Annex 9 SARPs, while also addressing health-related provisions.

Thailand	The national COVID-19 response was managed by the Centre for COVID-19 Situation Administration (CCSA) throughout the crisis. The Centre chaired by the Prime Minister was established on 12 March 2020. The CAAT was a member of the CCSA taking care of the civil aviation sector. CAAT promulgated 3 regulations and 2 announcements in line with the recommendations and guidance and advice developed by CART for all relevant stakeholders to implement during the crisis. Thai government officially declared end of COVID-19 situation on 1 October 2022. All CAAT regulations and announcements related to COVID-19 were abolished accordingly.
	The CCSA was an excellent national mechanism to strengthen cooperation among all sectors.
	CAAT has continued the implementation of ICAO Annex 9 -Facilitation SARP's and related COVID-19 recovery initiatives by working with the Department of Disease Control and stakeholders. (SFD)

Action Item 57/34	The Conference urged States/Administrations to utilize their ICAO Facilitation Panel, Collaborative Arrangement for the Prevention and Management of Public Health Events in Civil Aviation (CAPSCA), and Air Transport Regulatory Panel (ATRP) representatives to develop an Annex 9 Standard and associated guidance to establish a baseline for crew treatment and prevent future challenges.

Action Item 57/34

Australia	Australia continues to support development and implementation of Annex 9 Standards and associated guidance through active participation on the ICAO Facilitation Panel and Air Transport Regulatory Panel.
Bangladesh	Noted
China	Through optimized entry and exit process, special lanes for flight crews, shortened waiting time for flight crews at the airport, established employee health stations in the airport, necessary medical treatment resources and protective materials allocated, the health of civil aviation personnel is guaranteed to the greatest extent possible to support international flight.
Hong Kong, China	Hong Kong, China has participated in person in the recent CAPSCA meeting.
Macau, China	Noted.
India	Noted
Japan	Japan will continue to cooperate through participation in meetings such as the Facilitation Panel and ATRP.
Nepal	Implemented.
The Philippines	The CAAP Technical Working Group for the establishment of a National Air Transport Facilitation Program (NATFP) will fine tune the draft NATFP to include an Annex 9 Standard and associated guidance in establishing a baseline for crew treatment and prevent future challenges.
Republic of Korea	The Republic of Korea provides the provisions on rest and fatigue management for flight crew and relevant guidelines under the Aviation Safety Act to prevent potential health crisis.
Singapore	Singapore is represented in the various workgroups/panels and will continue to participate and assist in the development of guidelines for contracting states.

Thailand	To prepare the CAAT announcements on implementation during COVID-19 for civil aviation operators and airports, Facilitation Panel and CAPSCA were utilized to provide information, recommendations and advice to CAAT.

AGENDA ITEM 6 : ECONOMIC DEVELOPMENT OF AIR TRANSPORT

Action Item 57/35	The Conference encouraged States/Administrations to: a) support ICAO's work for Economic Development of Air Transport; b) apply and follow ICAO's policies and guidance in the air transport field, in their regulatory practices; c) apply and follow ICAO's policies and guidance on infrastructure management, including the charging policies; d) provide statistics required by ICAO in a timely manner; e) use ICAO data, tools and analysis; and f) actively participate in the ICAO upcoming meetings. **Responses on Action Item 57/35**
Australia	Australia notes that the elements of Action Item 57/35 – DP/6/1 are appropriately incorporated into Resolution A41-27: Consolidated Statement of continuing ICAO policies in the air transport field, agreed to the 41st Assembly in 2022. As a general principle, Australia seeks to align its aviation regulatory arrangements with ICAO Standards and Recommended Practices, and relevant ICAO guidelines, advice or recommendations are considered. However, under some circumstances this is not practicable in which case Australia will notify ICAO of a difference on a particular standard. Australia also takes ICAO's recommendations and guidelines into consideration when deciding on appropriate national aviation policy settings. Australia actively participates in the Air Transport Regulation Panel and its Working Groups.
Bangladesh	(a) Bangladesh is committed to support ICAO's work for Economic Development of Air Transport. (b) ICAO data, tools like Aviation data Analytics Dashboard are used as & when required. (c) Bangladesh is committed to support, apply and follow ICAO Policies
China	CAAC submits relevant statistics as required by ICAO.
Hong Kong, China	ICAO's work for Economic Development of Air Transport covering air transport policy and regulation, competition, consumer protection, infrastructure management, aviation data and analysis with big data, air transport fund, etc. is acknowledged.
Macau, China	Macao, China takes ICAO's policies and guidance in the air transport field, as references, in regulatory practices. Macao will continue to provide statistics required by ICAO in a timely manner.

Fiji	Fiji supports this action item.
India	(a)ICAO Forms (A, B, C, D & EF) are send regularly to ICAO by the Air Transport-II. (b)ICAO data, tools like Aviation data Analytics Dashboard are used as & when required. (c)India is committed to support, apply and follow ICAO Policies
Japan	Japan has been supporting ICAO's economic and statistical activities and will continue to respond appropriately to matters as requested.
Maldives	Maldives fully supports ICAO work on Economic Development of Air Transport and will continue to apply to the fullest extent possible, its regulatory policies, recommended practices and guidance in the field of air transport. Maldives will endeavor to provide Air Transport Statistics to ICAO in a timely manner
Nepal	(a) Nepal has been supporting ICAO in this regard by all means possible such as compliance with ICAO Annexes, Docs., Manuals and Guidance. (b) Nepal has been continually applying and following ICAO's policies and guidance in regulatory practices. (c) Nepal has been continually applying and following ICAO's policies and guidance on infrastructure management, including the charging policies. (d) Nepal has been providing statistics required by ICAO. (e) Nepal has been using ICAO data, tools and analysis. (f) Nepal has been participating and will participate in ICAO meetings.
Pakistan	a)Pakistan continues to remain committed to promoting and implementing ICAO guidelines for its aviation industry subject to our national interest. b)In this regard, the legislative framework has also been revised just recently. c)ICAO policies on charges are also being implemented in letter and spirit. d)Pakistan CAA also provides statistics required by ICAO as and when required and continues to play its role in the development of the aviation industry.

The Philippines	The CAAP will: a)support ICAO's work for Economic Development of Air Transport; b)apply and follow ICAO's policies and guidance in the air transport field, in their regulatory practices; c)apply and follow ICAO's policies and guidance on infrastructure management, including the charging policies; d)provide statistics required by ICAO in a timely manner; e)use ICAO data, tools and analysis; and f)actively participate in the ICAO upcoming meetings.
Republic of Korea	The Republic of Korea applied ICAO's policies and guidance in its regulatory practices, including air transport regulations and air fare policies. We also submitted statistics on air traffic of flag carriers in 2022 and financial performance in 2021 required by ICAO.
Singapore	Noted.

Thailand	In term of Economic Development of Air Transport, Thailand by CAAT has established the 1st Civil Aviation policy which apply and follow ICAO's policies and guidance in the air transport policies. The policy is divided into three sub-policy groups consisting of economic policy, infrastructure policy and policy on safety and security standards.
	
	CAAT supports ICAO's work for Economic Development of Air Transport as follows;
	  - actively participate in Civil Aviation Master Planning (CAMP) Course host by ICAO, Global Aviation Training, in 2022, Thailand.
	  - apply ICAO's policy and guidance on charging policies, Airport Economics Manual and Manual on Air Navigation Services Economics (Doc 9082, Doc 9562, Doc 9161)

Action Item 57/36   The Conference encouraged States/Administrations to:
a)   pay attention to the role of the commercial service application of logistics with Unmanned Aerial Vehicle;
b)   share good practices and experience in UAV logistics in terms of economic regulation; and
c)   facilitate the work of ICAO in establishing the framework of regulations and policies related to UAV logistics.

Responses on Action Item 57/36

| Australia | In Australia, UAV safety regulations are managed nationally by the Civil Aviation Safety Authority (CASA). The Department of Infrastructure, Transport, Regional Development, Communications and the Arts (the Department) leads on whole-of-government UAV policy, including around airspace and Advanced Aviation Mobility (AAM), as well as a range of non-safety related policy challenges for the growing sector. These include noise, security, privacy, environmental impacts, and cultural sites. This involves consistent public consultation and close collaboration with Australian state and territory governments, relevant agencies, industry and research organisations. For more information on our approach to UAVs, please see drones.gov.au.

As part of Australia's support for the development and integration of drone logistics in the community and broader transport network, the department anticipates release of the Drone Delivery Guidelines later this year. Developed through considerable consultation, these guidelines aim to support planning officials when considering development applications for drone delivery services. They also provide guidance on the aviation regulatory framework as it applies to delivery services and make recommendations regarding land use and planning. The guidelines form part of the Department's infrastructure planning framework which includes consideration of smaller drones and Advanced Aviation Mobility (AAM), the latter of which are in development.

Effective laws must be easily accessible and published in the most appropriate way, without barriers like cost, to facilitate awareness and compliance. In the context of UAVs, legislation should be presented openly and digitally where possible. As part of the drone rule management system project (DRMS), the Department is working with Australian governments and agencies on drone rule digitisation to ensure greater awareness and consistency in non-safety drone rules. Open digital publication of drone related laws – such as restrictions in national parks or corrections facilities – as geospatial data and/or API (application programming interface) will enable drone users to see the rules that apply in their location through approved safety apps, drone software, or a freely accessible map. After initial collaborative design and testing this year, the Department anticipates release of the first prototype map and API in late 2023.

The Department is also leading a collaborative project aiming to uplift First Nations cultural competency in policy design for drones. Project participants will explore a set of challenges and opportunities relating to drones, in the context of First Nations expert guidance, including on key concepts such as data sovereignty, drone use protocols on Country, and cultural safety in regulation and training. Learnings will be shared as resource materials and multimedia, and are anticipated to inform policy development beyond drones, transferable to other technologies such as artificial intelligence (AI) or robotics. This project is anticipated for completion in mid-2024. |

	In Australia, all commercial remotely piloted aircraft and drones must abide by the Air Navigation (Aircraft Noise) Regulations 2018 (the Noise Regulations). The purpose of the Noise Regulations is to provide a targeted and risk-based approach to managing noise disruptions caused by drones in the community. The Australian Government can place restrictions on commercial drone operations to minimise noise impacts, such as times of operation, number of flights, or drone models allowed. The government seeks to place such restrictions only where necessary to mitigate impacts on noise-sensitive areas, such as environmental reserves, schools and nursing homes, or around areas where operators expect to have repeated flights. The Australian Government's Emerging Aviation Technology Partnerships (EATP) Program will see the Government partner with industry to encourage and enable the uptake of emerging aviation technologies, particularly in regional Australia. The EATP Program aims to expand employment and grow manufacturing in the emerging aviation technology sector, improve supply chain and market efficiency, explore applications in digital farming, improve connections with regional and remote communities, and address regulatory barriers. The Program will also contribute to the digital transformation of Australian businesses, increased business efficiency, and reduced carbon emissions through new technology.
Bangladesh	Bangladesh is committed to facilitate the work of ICAO in establishing the framework of regulations and policies related to UAV logistics and other use-cases (if required).
China	CAAC has formed one certification guide and three industry standards for urban light and small unmanned aircraft logistics scenarios, providing guidance on the operation and supervision of specific types of unmanned aircraft. In the field of economic regulation of unmanned aircraft, CAC has issued a number of rules and standards on areas including operation of unmanned aircraft, pilots, airworthiness certification, real-name registration of aircraft, market access, data standardization, and has continuously improved the regulatory system of unmanned aircraft. It has strengthened pilot innovation, promoted the improvement of the insurance system, and explored the development of credit evaluation for unmanned aircraft operation enterprises.
Hong Kong, China	Hong Kong, China recognizes the positive economic impact that UAV logistics could bring to rural areas, and supports the recommendation for ICAO's development of relevant standards and recommended practices for UAV operations particularly for uses in the urban scenario. While paying close attention to the application and development of commercial drone delivery overseas and in the Chinese Mainland, Hong Kong, China will continue to keep in view the latest development in relevant ICAO guidance and international best practices regarding operational and technical standards of UAV.
Macau, China	Noted.
Fiji	Fiji supports this action item.

India	India has issued the liberalised Drone Rules, 2021 in August, 2021 that is applicable for Drones weighing up-to 500 kg irrespective of use-cases. India believes that liberalizing drone usage will enable exponential growth of the Drone Ecosystem/ Unmanned Aviation Sector in India. India is committed to facilitate the work of ICAO in establishing the framework of regulations and policies related to UAV logistics and other use-cases (if required).
Japan	Noted
Maldives	Maldives notes ICAO's work in establishing regulation and policies related to UAV logistics
Nepal	(a)Nepal has made efforts in the sector of UAV operations and their operational safety. Focus shall also be put on the commercial service application of logistics with UAVs. (b) Nepal has been sharing as well as learning good practices and experience in UAV logistics in terms of economic regulation through various ways such as international workshops, official website and other media. (c) Nepal has been facilitating the work of ICAO via timely response and feedback on ICAO proposals, compliance with amendments and adoptions, following other ICAO guidance.
Pakistan	a)The policy on Drone/UAV is under preparation with Aviation Division. The conference's recommendations have been noted for implementation as applicable b)The State, in consultation with relevant stakeholders, is in the process of preparation of Rules governing safe and secure UAV operations
The Philippines	The CAAP will: a)pay attention to the role of the commercial service application of logistics with Unmanned Aerial Vehicle; b)share good practices and experience in UAV logistics in terms of economic regulation; and c)facilitate the work of ICAO in establishing the framework of regulations and policies related to UAV logistics.
Republic of Korea	Initiated in June 2023, the drone delivery commercialization group of the Republic of Korea is developing a drone safety management system, a drone delivery standard model and relevant infrastructure, and is leading consultations on UAV logistics, such as drone delivery fee. The Republic of Korea is participating ICAO RPAS Panel and AAM Study Group, supporting efforts to globally standardize UAV technologies and procedures.
Singapore	Singapore hosted the meeting of the Working Group for the ICAO Air Transport Regulation Panel (ATRP), and Singapore served as rapporteur.

Thailand	
	a) Thailand encourage and supports the commercial service application of logistic with Unmanned Aerial Vehicle. By focusing on applications in various fields necessary and beneficial to the country, including testing of emergency medical equipment delivery, goods and products delivery in the area where normal transportation is difficult. b) It is in the process of studying and learning from best practice about this matter before implementation in the future. c) Thailand has participated and supported the work of ICAO and other aviation agencies to establish the framework of regulations and policies related to UAV in various conferences and seminars.

Action Item 57/37   Noting that in response to a major crisis emerging at short notice, Air Services Agreements are not an obstacle for Governments to impose sanitary restrictions on passengers ; those have a decisive role to play in fighting such crises as pandemics. A State may need to act quickly and decisively and it might be difficult for such State to fulfil all its obligations under existing Air Service Agreements. Should some States momentarily not be in a position to fulfil their obligations under those international Agreements, the Conference encouraged States/Administrations to consult with other parties to reduce the impact of restrictions and identify an exit strategy enabling a return to normality, based upon objective criteria, for the resumption of air services.

Responses on Action Item 57/37

Australia	Since March 2023, Australia has had no COVID-19 related border measures for travellers entering or leaving Australia. Measures taken by Australia to limit international arrivals during the COVID-19 pandemic were consistent with our obligations under bilateral Air Services Agreements as well as the Chicago Convention and the International Health Regulations. Australia will continue to engage with the Air Transport Regulation Panel on the development of guidelines to temporarily respond to international crises while protecting the integrity of Air Services Agreements.
Bangladesh	Noted
China	Well noted.
Hong Kong, China	The principles in paragraph 2.4 of the paper are supported and consistent with the practice in Hong Kong, China during the pandemic outbreak and subsequent recovery.
Macau, China	Macao, China relaxed the COVID prevention measures phase by phase since December 2022. Since then, there is no more quarantine, vaccine or COVID tests requirements when entering Macao, and air services were resumed normal and are in recovery period.
Fiji	Fiji supports this action item.
India	Noted
Japan	Well noted.

Nepal	This decision shall be taken into consideration and shall also be implemented based on the gravity and complexity of any issue that may arise in given situation.
Pakistan	Considering the time-sensitive nature of such health related emergencies, this may not be achievable. However, Pakistan remains committed to facilitate continuity of flight operations to the extent permissible while giving preference to protection of the national interest in such circumstances.
The Philippines	The Philippines through the Civil Aeronautics Board (CAB) informs that in case of crises and global emergencies, Air Services Agreements (ASAs) are not suspended. Please note that travel restrictions (i.e. sanitary or safety-related restrictions imposed to curb the spread of the COVID-19) were imposed upon the advice of a task-force created for the Management of Emerging Infectious Diseases (global health crisis), and are beyond the control of aviation authorities. Restrictions are imposed to prevent greater economic damage, but these restrictions were imposed, not under the ASA, but upon the advice/directive of the international body, in the case of pandemic, the World Health Organization. The Philippines supports the call to reduce the impact of restrictions and identify exit strategy, as may be appropriate, and therefore supports the establishment of defined reasonable/objective criteria as may be mutually agreed.
Republic of Korea	In response to a major crisis emerging at short notice which might lead to suspension of international air transport services, the Republic of Korea will do our best for normalization of air transport services and protection of air traffic users in close collaboration with relevant organizations and states.
Singapore	Noted.
Thailand	CAAT maintains a continuous flow of information with international aviation regulatory bodies, ensuring consistent coordination to facilitate airlines' ability to resume flight operations promptly in accordance with existing air services agreements, thereby expediting air travel restoration.

Action Item 57/38   Noting the ICAO's aspirational goal of gender equality by 2030, the Conference urged States/Administration to support the participation by aviation stakeholders in 25by2025 in their jurisdiction as an important stepping-stone towards gender equality in the global industry.

Responses on Action Item 57/38

Australia	Australia notes this theme remains an important initiative for the Asia-Pacific region, as reflected in the theme topic for this year's DGCA. Australia has several programs that directly contribute to addressing gender equality challenges in the aviation industry, both domestically and through foreign aid programs. Our domestic initiatives include providing guidance, resources, mentoring support, and networking opportunities to help young women identify and pursue a career in aviation.

Australia has also supported leadership mentoring programs aimed at developing existing abilities and improving leadership capabilities under the Indonesia Transport Safety Assistance Package (ITSAP).

Australia has collaborated on the 'Embracing Equity in the Aviation Sector: Promoting Inclusive Leadership' seminar hosted in Indonesia and will continue to deliver capacity building programs that support the Sustainable Development Goals of the United Nations 2030 Agenda for Sustainable Development by improving gender equality in global aviation at leadership and decision-making levels. |
Bangladesh	Bangladesh fully endorsed the ICAO's Gender Equality Programme and supports the participation by aviation stakeholders towards gender equality in the global industry.
China	Well noted.
Hong Kong, China	Hong Kong, China supports ICAO's goal of gender equality by 2030 and plans to submit a paper for DGCA/58 (Dhaka, 15 – 19 Oct 2023) on achieving gender equality for next generation of aviation professionals in Hong Kong, China.
Macau, China	Macao, China supports the ICAO's aspirational goal of gender equality and will make efforts to promote and relay pertinent gender equality information to Macao aviation stakeholders.
Fiji	Fiji supports this action item.
India	•India supports gender equality and all scheduled airlines and major airport operators of India have been advised to participate in 25by2025 initiative to bring the much needed change of gender diversity in Indian civil aviation sector.
•At present, Air India and Indigo are signatories to IATA 25by2025 initiative
Japan	Because of the importance of gender equality, the Basic Law for a Gender-Equal Society was enacted in 1999, and the government as a whole is working on this issue.
Maldives	Maldives takes note of ICAO's goal for gender equality by 2030
Nepal	There exists a provision of 33% reservation for women in all government recruitments including the Civil Aviation Authority of Nepal. Similarly, there is an encouraging statistics regarding gender equality in the regulatory side. Moreover, every support has been provided and shall be extended to support stakeholders in their effort towards gender equality

Pakistan	Gender equality is an important concept that encourages equal rights, opportunities and treatment for people of all gender. Approx 6% of females employees are working in Pakistan Civil Aviation Authority. As, now the concept of gender equality is arising worldwide, HR is also promoting gender equality by providing training initiatives (abroad/local trainings) to female employees that may result in creating more balanced and inclusive workplace.
The Philippines	The CAAP notes the importance in supporting the participation of aviation stakeholders in 25by2025 in its jurisdiction as an important stepping-stone towards gender equality in the global industry.
Republic of Korea	The Republic of Korea is fostering gender equality in the aviation industry and airlines are voluntarily participating the 25 by 2025 policy.
Singapore	Noted.
Thailand	Noted

Action Item 57/39   The Conference encouraged States/Administrations to :

a)   support the ongoing work of ICAO through CAPSCA on the development of guidance for the eventual de-escalation of COVID-19 measures;

b)   develop roadmaps for the removal of such measures; and

c)   support the review of the Take-Off Guidance published by the Council Aviation Recovery Task Force (CART) aimed at proposing a framework for responding to future health emergencies that may affect international travel.

Responses on Action Item 57/39

Australia	Australia is supportive of the work done by ICAO to help States and industry respond to the impacts of COVID-19 on airline and airport operations. With aviation returning towards its 2019 baseline, ICAO has the opportunity to draw on the experiences of contracting States in responding to the pandemic, in addition to the CART recommendations and guidance documents to address significant identified gaps in Annex 9 SARPs. The development of a unified framework to enhance national and international cooperation across multiple sectors to improve the effectiveness of global management of public health risk in aviation is important given the significant advice, recommendations and guidance material published by ICAO, WHO and other organisations throughout the COVID-19 pandemic.
Bangladesh	Noted
China	CAAC revised and improved its contingency plan for public health emergencies under the national emergency response framework for public health emergencies, taking into account epidemic prevention and control as well as socio-economic development, and providing effective support for the safe and orderly recovery of the civil aviation industry.
Hong Kong, China	Hong Kong, China has participated in person in the recent CAPSCA meeting. Hong Kong, China has removed all pre-departure and post-arrival quarantine and testing requirements.

Macau, China	Macao, China supports the work of CAPSCA and followed the ICAO CART recommendations to de-escalate the COVID-19 measures phase by phase since December 2022 to gradually resume air services.
Fiji	Fiji supports this action item.
India	Noted
Japan	Noted
Maldives	Maldives is already a member of CAPSA and has been supporting the ICAO work through the program
Nepal	(a)Nepal has been actively participating in all CAPSCA activities and has formed a national committee in this regard. (b)Being one of the active members of CART and among the first few States to have adopted and implemented the Take-Off Guidance, Nepal has been supporting the ongoing work of ICAO in every aspect.
Pakistan	Pakistan will continue to support ICAO's work on the matter subject to its national interest.
The Philippines	The CAAP will : a)support the ongoing work of ICAO through CAPSCA on the development of guidance for the eventual de-escalation of COVID-19 measures; b)develop roadmaps for the removal of such measures; and c)support the review of the Take-Off Guidance published by the Council Aviation Recovery Task Force (CART) aimed at proposing a framework for responding to future health emergencies that may affect international travel.
Republic of Korea	Even though COVID-19 came to an end in May 2023, the Republic of Korea will actively cooperate with efforts of ICAO through CAPSCA in the event of another global health crisis similar with coronavirus. The Republic of Korea has developed and implemented guidelines for operational safety of aircraft and continue improvement for flexible response.
Singapore	Singapore is supportive of ICAO's efforts in developing a framework for responding to future health emergencies..
Thailand	CAAT in collaboration with ICAO APAC Regional Office will host the 16th CAPSCA meeting in Bangkok during 13-17 November 2023. After the official end of COVID-19, all measures in regard to civil aviation services in the country were removed. In collaboration with the Department of Disease Control and civil aviation stakeholders, CAAT has supported the review of the Take Off Guidance published by CART. Currently the Department of Disease Control is working on After Action Review of COVID-19 Responses aiming to be used as inputs for future public health emergency preparedness and response.

Action Item 57/40   The Conference encouraged the States/Administration to support the activities and tasks of ICAO's Airport Economics and Air Navigation Services Panel (AEP-ANSEP) to conduct a general review of the ICAO policies on charges contained in Doc 9082, including the assessment of its ongoing relevance and responsiveness to industry changes and to ensure representation and active participation of Asia-Pacific States/Administrations in the Panel.

Responses on Action Item 57/40

Australia	Australia supports the activities and tasks of the AEP-ANSEP and is considering an appropriate representative to participate in the Panel.
Bangladesh	Noted
China	CAAC actively participated in the work of AEP-ANSEP and contributed to the revision of relevant policy documents.
Hong Kong, China	Hong Kong, China supports the recommended action item.
Macau, China	Noted.
Fiji	Fiji supports this action item.
India	Noted
Japan	Noted
Nepal	Nepal has supported the activities and tasks of ICAO's Airport Economics and Air Navigation Services Panel (AEP-ANSEP) and shall continue to do so.
The Philippines	The CAAP will support the activities and tasks of ICAO's Airport Economics and Air Navigation Services Panel (AEP-ANSEP) to conduct a general review of the ICAO policies on charges contained in Doc 9082, including the assessment of its ongoing relevance and responsiveness to industry changes and to ensure representation and active participation of Asia-Pacific States/Administrations in the Panel.
Republic of Korea	The Republic of Korea is conducting research to revamp the air navigation service charging system.
Singapore	Noted
Thailand	CAAT noted to support the activities and Tasks of ICAO AEP-ANSEP. CAAT has adopted 4 key charging principles in ICAO 9082 as the basis for determining Airport Charges and Air Navigation Services Fees.

Action Item 57/41   Noting the project conducted by ICAO SAM/NACC offices and OECD on the governance of CAAs, the Conference encouraged States/Administrations to consider such an exercise for the APAC region.

Responses on Action Item 57/41

Australia	Australia notes the approach shows promise of applicability in the broader APAC due to similarities in the scope, independence and accountability of many APAC regulators. In the Australian context, there are several mechanisms established that monitor the performance and maturity of Australian regulators. Specifically, the Australian government has established the Regulator Performance Framework to assess regulators' performance when interacting with business, the community and individuals while carrying out their functions.
Bangladesh	The Regional Office should take lead in this issue and when arranged, Bangladesh would participate.
China	Well noted.
Hong Kong, China	Hong Kong, China took note of the project conducted by ICAO SAM/NACC offices and OECD on the governance of CAAs and the results.
Macau, China	Noted.
Fiji	Fiji supports this action item.
India	Noted
Japan	Well noted.
Nepal	Point well noted and everything possible shall be done for the APAC.
The Philippines	Noting the project conducted by ICAO SAM/NACC offices and OECD on the governance of CAAs, the CAAP will consider such an exercise for the APAC region.
Singapore	Noted
Thailand	Noted

AGENDA ITEM 7 : AVIATION AND ENVIRONMENT

Action Item 57/42   The Conference:

a)   encouraged States/Administrations in the APAC Region to submit the report of 2021 CO2 emissions through the CORSIA Central Registry before the deadline of 31 July 2022;

b)   encouraged States/Administrations in the APAC Region already participating in the ACT-CORSIA buddy partnerships to continue to do so and invited States not yet participating to join the programme; and

c)   encouraged States/Administrations to consider voluntary participation in CORSIA from 1 January 2023.

Responses on Action Item 57/42

Australia	Australia submitted the report of its 2021 CO2 emissions through the CORSIA Central Registry before the 31 July 2022 deadline. Australia will continue to provide assistance to other APAC Region states as part of the ACT-CORSIA buddy partnership initiative. Australia remains a strong proponent of CORSIA. With the support of our international airlines, Australia has been participating in the voluntary phase of CORSIA since it commenced in 2019.
Bangladesh	a) Bangladesh submitted the report of 2021 CO2 emissions through the CORSIA Central Registry (CCR); b) Participation in the ACT-CORSIA buddy partnerships is under assessment. ICAO will be informed once the decision is taken; c) Bangladesh has not yet decided on voluntary participation in CORSIA.
China	China's civil aviation upholds the green development philosophy and is proactive in addressing international aviation and climate change issues. China always strives to build a fair and rational climate change governance system in international aviation industry, and advocates the acknowledgement and implementation of the principles of equity, common but differentiated responsibilities (CBDR) and respective capabilities in international aviation and climate change. China has submitted a discussion paper to the conference concerning this issue.
Hong Kong, China	Hong Kong, China took note of the action item.
Macau, China	Noted.
Fiji	Fiji supports this action item.
India	a)DGCA is submitting all CORSIA related data within the stipulated timeline as prescribed by ICAO in Annex16, Volume-IV. b) As per the GOI policy, India will be participating in CORSIA from its mandatory phase starting 2027 onwards.
Japan	a) Japan had submitted the report of 2021 CO2 emissions through the CORSIA Central Registry before the deadline. b) Japan has already participated in the ACT-CORSIA buddy partnership. c) Japan has already participated in CORSIA.
Maldives	Maldives has voluntarily joined CORSIA from Jan 2023 and has been fulfilling the requirements under CORSIA
Nepal	(a), (b) & (c) Nepal has participated on various aviation environment activities bases on its size and complexity of aviation activities.

The Philippines	The CAAP: a)submitted the report of 2021 CO2 emissions through the CORSIA Central Registry on August 2022; and b)actively participated in the ACT-CORSIA buddy partnerships. c) encourages other Member States to participate in CORSIA from 1 January 2023
Republic of Korea	The Republic of Korea submitted the report of 2021 CO2 emissions by flag carriers through the CORSIA Central Registry. We are participating in CORSIA, and ACT-CORSIA buddy partnership to provide support.
Singapore	Singapore participates in the voluntary phase of CORSIA and ACT-CORSIA.
Thailand	a) This action has been done (in accordance with the timeline). b) Thailand has participated in ICAO ACT-CORSIA buddy partnership. c) Thailand has participated CORSIA since the pilot phase.

Action Item 57/43   The Conference:

a)   encouraged States/Administrations to take note of the ICAO report on the feasibility of a long-term aspirational goal (LTAG) for international civil aviation at the ICAO High-level Meeting on LTAG (HLM-LTAG) and the 41st Session of the ICAO Assembly;

b)   encouraged States/Administrations to attend the 2022 ICAO Stocktaking (18 July 2022) and the ICAO High-level Meeting on LTAG (HLM-LTAG, 19 to 22 July 2022);

c)   encouraged States/Administrations in collaboration with the aviation industry to support ICAO to develop guidance for the means of implementation for an LTAG, including global policy on sustainable aviation fuel, assistance with State Action Plans (on CO_2 emissions reductions from the aviation sector), and capacity building for States in need of support.

d)   encouraged States/Administrations to support progress towards a green aviation within their capabilities with assistance from ICAO and other States/Administrations to address capacity building, technology transfer and financing needs.

e)   invited States/Administrations in the APAC Region to consider their interest and how best they could engage in the ICAO Assistance, Capacity building and Training for Sustainable Aviation Fuel (ACT-SAF) programme and communicate their interest back to ICAO to facilitate further the development and deployment of SAF and cleaner energy sources for aviation;

f)   encouraged States/Administrations in the APAC Region to develop and update State Action Plans (SAP) to communicate their long-term strategy to address CO_2 emissions from international aviation, including the assistance needed for the implementation of identified action, for submission before the 41st Session of the ICAO Assembly; and

g)   encouraged States/Administrations in the APAC Region that have already submitted and updated their SAP, to establish buddy partnerships with other States/Administrations to develop SAP.

Responses on Action Item 57/43

| Australia | Australia is a strong supporter of ICAO-led initiatives to reduce emissions from international aviation while facilitating growth in the industry, including the LTAG and CORSIA.

Australia took note of the ICAO report on the feasibility of a long-term aspirational goal (LTAG) for international aviation at the ICAO High-level Meeting on LTAG. Australia supported the successful establishment of a LTAG for international aviation of net zero carbon emissions by 2050 at the 41st Session of the ICAO Assembly. Australia also participates in the Committee on Aviation Environmental Protection and its subgroups to support ICAO's development of guidance on implementing the LTAG.

Australia is committed to ICAO's 'no country left behind' principles and will work through ICAO initiatives to assist and support fellow Member States, including States in our region, to contribute to the LTAG, implement CORSIA and access sustainable aviation fuels.

Australia has provided CORSIA assistance through ICAO to other Member States including Brunei Darussalam, Indonesia, Nauru, Papua New Guinea, Sri Lanka and Thailand. Under the partnerships, technical experts provided by supporting states work together with requesting states. Supporting states provide on-site training and closely follow-up on the preparation and implementation of the requesting states' CORSIA monitoring, reporting and verification system.

Australia is also participating in ICAO's Assistance, Capacity-building and Training on SAF (ACT-SAF) Programme, to assist with international capacity building.

Australia submitted an updated State Action Plan in response to ICAO Assembly Resolution A27-19 on Climate Change, in October 2022. |

Bangladesh	a) Noted. b) Bangladesh participated in ICAO Stocktaking and the High-level Meeting on LTAG in 2022. c) After the deliberations at the 41st ICAO assembly, ICAO and its member States have adopted the to achieve a collective long-term global aspirational goal for international aviation (LTAG) of net-zero carbon emissions by 2050, in support of the Paris Agreement's temperature goal, recognizing that each State's special circumstances and respective capabilities (e.g., the level of development, maturity of aviation markets, sustainable growth of its international aviation, just transition, and national priorities of air transport development) will inform the ability of each State to contribute to the LTAG within its own national timeframe. d) Noted. e) Bangladesh is committed to participate in ICAO ACT-SAF programme. f) Bangladesh is in the process of formulating its State Action Plan on Emission of CO2 from International Aviation. g) Noted.
China	The same as above.
Hong Kong, China	ICAO's initiative on LTAG to address climate change issues is noted. Hong Kong, China attended the ICAO Environmental Regional Seminar on 3-4 May 2023 at Bangkok, Thailand, which included the topics of Sustainable Aviation Fuel (SAF) and recent development on ICAO Assistance, Capacity-building and Training for SAF (ACT-SAF) programme. Hong Kong, China will continue to keep the matter in view. Hong Kong, China will also continue to actively participated in workshops and seminars organized by ICAO as far as possible.
Macau, China	Noted.
Fiji	Fiji supports this action item.

India	a)Noted. b)DGCA India participated in ICAO Stocktaking and the High-level Meeting on LTAG in 2022. c) After the deliberations at the 41st ICAO assembly, ICAO and its member states have adopted the to achieve a collective long-term global aspirational goal for international aviation (LTAG) of net-zero carbon emissions by 2050, in support of the Paris Agreement's temperature goal, recognizing that each State's special circumstances and respective capabilities (e.g., the level of development, maturity of aviation markets, sustainable growth of its international aviation, just transition, and national priorities of air transport development) will inform the ability of each State to contribute to the LTAG within its own national timeframe; India through CAEP and working groups participation gives support to ICAO as and when required d) Assistance from ICAO on capacity building on SAF was initiated and is an ongoing process. e) India has participated in ICAO ACT-SAF programme. f) India has formulated its State Action Plan on Environment and the same has been updated and available on ICAO website. g) Noted.
Japan	a) Noted. b) Japan had attened both meetings accordingly. c) Noted. d), e) Japan has actively participated in ICAO's assistance and capacity building programs, such as ACT-CORSIA and ACT-SAF. We have provided several opportunities for CORSIA implementation support to States in need of such assistance in the region. f) Japan has already published and submitted to ICAO its own state action plan, which is revised every three years. g) Noted.
Maldives	Maldives take note of recommendation of LTAG and is monitoring the development and deployment of SAF to facilitate the implementation of LTAG
Nepal	(a), (b), (c), (d), (e), (f) & (g) Noted and will take action commensurate to our aviation activities in phased manner.

The Philippines	The CAAP: a) took note of the ICAO report on the feasibility of a long-term aspirational goal (LTAG) for international civil aviation at the ICAO High-level Meeting on LTAG (HLM-LTAG) and the 41st Session of the ICAO Assembly; b) participated in the 2022 ICAO Stocktaking (18 July 2022) and the ICAO High-level Meeting on LTAG (HLM-LTAG, 19 to 22 July 2022 c) in collaboration with the aviation industry to support ICAO to develop guidance for the means of implementation for an LTAG, including global policy on sustainable aviation fuel, assistance with State Action Plans (on CO2 emissions reductions from the aviation sector), and capacity building for States in need of support. d) will support progress towards a green aviation within their capabilities with assistance from ICAO and other States/Administrations to address capacity building, technology transfer and financing needs. e) will engage in the ICAO Assistance, Capacity building and Training for Sustainable Aviation Fuel (ACT-SAF) programme and communicate their interest back to ICAO to facilitate further the development and deployment of SAF and cleaner energy sources for aviation; f) update State Action Plans (SAP) to communicate their long-term strategy to address CO2 emissions from international aviation, including the assistance needed for the implementation of identified action, for submission before the 41st Session of the ICAO Assembly; and g) will consider to establish buddy partnerships with other States/Administrations to develop SAP.
Republic of Korea	The Republic of Korea has sent the high-level delegation to the ICAO High-level Meeting on LTAG (HLM-LTAG) held in July 2022. We are participating the ICAO ACT-SAF program and have submitted State Action Plan (SAP) to ICAO since 2012.
Singapore	Singapore welcomes the agreement on a LTAG for international aviation at the 41st ICAO Assembly. We are also a member of ACT-SAF. We are also developing our Sustainable Air Hub Blueprint, which is planned to be published by this year and serve as our new State Action Plan.
Thailand	a) noted b) Thailand attended the 2022 ICAO Stocktaking (18 July 2022) and the ICAO High-level Meeting on LTAG (HLM-LTAG) virtually. c) Thailand is on process to update State Action plan (2024) by including LTAG and SAF policy. d) Noted. (Thailand has the Environmental Policy for Aviation Sector. Also, the related activities have been carried out under the ASEAN framework. e) Thailand has proposed to participate in the ICAO ACT-SAF program. f) The current version of Thailand's SAP (2021) is published in ICAO website. g) Thailand will update SAP in 2024 as per ICAO's timeline.

Action Item 57/44 The Conference:

a)   encouraged CANSO to discuss its proposal to assess and encourage operational measures for "Green Aviation" at the ICAO Committee on Aviation Environmental Protection (CAEP), Working group 2 (WG2) on Airports and Operations.

b)   urged States/Administrations to consider attending CANSO's webinar on the Green ATM accreditation programme; and

c)   invited States/Administrations to consider supporting CANSO's Green ATM accreditation programme.

Action Item 57/44

Australia	Australia's Air Navigation Service Provider (ANSP), Airservices Australia, is committed to the Australian Government's target of 'Net Zero' by 2050, with an interim commitment of a 10% reduction on its environmental footprint by 2026. CANSO's Green ATM accreditation programme is being considered to recognise its efforts to facilitate airspace users reduced emissions, reduce its environmental footprint, and provide a path to continuous improvement.
Bangladesh	Noted
China	The same as above.
Hong Kong, China	Hong Kong, China appreciates the collaborative approach in aviation community to achieve green aviation. Stakeholders in Hong Kong and aircraft operators have implemented various green measures to achieve sustainability in civil aviation. For example, the aerodrome operator has developed a comprehensive carbon management plan and a stakeholder engagement plan to take forward the decarbonization measures at HKIA; while a local airline is using more sustainable aviation fuel (SAF) to reduce carbon emissions from their flights.
Macau, China	Noted.
Fiji	Fiji supports this action item.
India	Noted
Japan	a) Noted b) Japan had participants as a result of encouraging to attend CANSO's webinar on the Green ATM accreditation program. c)Japan has not yet provided support for the CANSO Green ATM accreditation program, but has participated in ICAO' WG on the environment and is making efforts to contribute.
Nepal	(a), (b) & (c) Noted and will take action commensurate to our aviation activities in phased manner.

The Philippines	The CAAP acknowledges the importance of : a)CANSO to discuss its proposal to assess and encourage operational measures for "Green Aviation" at the ICAO Committee on Aviation Environmental Protection (CAEP), Working group 2 (WG2) on Airports and Operations. b)attending CANSO's webinar on the Green ATM accreditation programme; and c)supporting CANSO's Green ATM accreditation programme.
Singapore	Singapore supports Green Aviation, and is developing a Sustainable Air Hub Blueprint to guide Singapore's sustainability efforts.
Thailand	Thailand by AEROTHAI has been pursuing a number of initiatives to tackle environmental impacts from ATM operations such as the development and implementation of uni-directional routes, Flexible Use of Airspace (FUA), ATFM, pre-departure sequencing, and TBO. Specifically, to the Green ATM Accreditation Programme, the appropriate timeframe to participate in the programme is being considered.

Action Item 57/45   The Conference encouraged States/Administrations with ICAO Council experience or an interest in involvement in environmental matters to consider joining the ICAO Committee on Aviation Environmental Protection (CAEP).

Responses on Action Item 57/45

Australia	Australia is a member of ICAO's Committee on Aviation Environmental Protection (CAEP) and its sub-groups including Working Group 4 – CORSIA, the Fuels Task Group and the Long-Term Aspirational Goal Task Group.
Bangladesh	Noted
China	CAAC has joined the ICAO CAEP and actively participated in its activities.
Hong Kong, China	Hong Kong, China appreciates the sharing of views and experiences from States to reduce carbon emissions.
Macau, China	Noted.
Fiji	Fiji supports this action item.
India	India is a member in ICAO CAEP.
Japan	Japan has already participated in CAEP.
Nepal	Noted and will take action commensurate to our aviation activities in phased manner.
The Philippines	The CAAP will consider joining the ICAO Committee on Aviation Environmental Protection (CAEP).
Republic of Korea	The Republic of Korea is considering the participation in the ICAO Committee on Aviation Environmental Protection (CAEP).
Singapore	Singapore is a current member of CAEP.
Thailand	Noted

Action Item 57/46   The Conference:

a)   invited States/Administrations to consider encouraging their aerodrome operators to use ACI's Airport Carbon and Emissions Reporting Tool (ACERT) and participate in ACI's Airport Carbon Accreditation.

b)   encouraged States/Administrations to consider including ACI's Airport Carbon Accreditation within their State Action Plans; and

c)   urged States/Administrations to support airport operators in implementing de-carbonization strategies.

Responses on Action Item 57/46

Australia	Australia's international airports, including Adelaide, Brisbane, Gold Coast, Hobart, Melbourne, Perth, and Sydney airports, have all either achieved or renewed their accreditation with the Airports Council International Airport Carbon Accreditation Scheme. This was included in Australia's updated State Action Plan, submitted to ICAO in 2022.
Bangladesh	Noted
China	China's civil aviation upholds the green development philosophy and is proactive in addressing international aviation and climate change issues. China always strives to build a fair and rational climate change governance system in international aviation industry, and advocates the acknowledgement and implementation of the principles of equity, common but differentiated responsibilities (CBDR) and respective capabilities in international aviation and climate change. China has submitted a discussion paper to the conference concerning this issue.
Hong Kong, China	For the Hong Kong International Airport (HKIA), Hong Kong, China has launched the HKIA Carbon Reduction Programme since 2008. Since 2010, Hong Kong, China has commenced the phased implementation of airside vehicles electrification at HKIA, with full implementation targeted for 2030. Hong Kong, China has also promoted the electrification of ground services equipment (GSE) by launching the GSE pooling scheme since 2019. Recently, the HKIA has achieved a high rating "Level 4 - Transformation" in ACI's Airport Carbon Accreditation programme.
Macau, China	Macao International Airport has participated in the ACA Programme organized by ACI and accredited with Level 2 – "Reduction" since 2014.
Fiji	Fiji supports this action item. Fiji's international airport operator, Fiji Airports, participates in ACI's Airport Carbon Accreditation. This will be included in the revised SAP.
India	a) Most of the major airports in India are participating in ACI's Airport Carbon Accreditation program. b) DGCA India has included the highlights of ACI Airport Carbon Accreditation program in its SAP, and achievements of the airports in this regard. c) Noted

Japan	In FY2022, Japan amended the Civil Aeronautics Act, the Airport Act, and other related laws, and established a system targeting all domestic airports that the Minister of Land, Infrastructure, Transport and Tourism certifies airport decarbonization promotion plans formulated by airport administrators, and have set special measures based on the Minister's certification. In addition, we will implement measures such as support for the introduction of equipment and planning related to the promotion of decarbonization of airports for airport administrators and business operators in airports, and promote initiatives for decarbonization of airports.
Maldives	Maldives take note of the recommendation and wish to inform that it is in dialogue with aerodrome operators on the matter
Nepal	(a), (b) & (c)

Noted and will take action commensurate to our aviation activities in phased manner. |
| The Philippines | The CAAP will:

a)encourage the aerodrome operators to use ACI's Airport Carbon and Emissions Reporting Tool (ACERT) and participate in ACI's Airport Carbon Accreditation.

b)include ACI's Airport Carbon Accreditation within the State Action Plans; and

c)support airport operators in implementing de-carbonization strategies. |
Republic of Korea	As part of decarbonization strategies of airport operators, the Republic of Korea is replacing old ground handling vehicles with EVs.
Singapore	Singapore Changi Airport is a participant in the ACI Airport Carbon Accreditation scheme.
Thailand	Noted

Action Item 57/47   The Conference:
a)   urged States/Administrations to continue cooperating on initiatives to reduce greenhouse gas (GHG) emissions from international aviation.
b)   encouraged States/Administrations to share their experiences and challenges in improving operational efficiencies to reduce GHG emissions from international aviation; and
c)   requested ICAO to consider developing additional guidance for States/Administrations and an information-sharing scheme for improving operational efficiencies to reduce GHG emissions from international aviation.

Action Item 57/47

Australia	Australia is supporting ICAO-led initiatives to reduce CO2 and other emissions from international aviation while facilitating growth in the industry. Australia supported the successful establishment of a LTAG for international aviation of net zero carbon emissions by 2050 at the ICAO Assembly in October 2022. The LTAG sets a global ambition for ICAO Member States and will be underpinned by initiatives such as increased operational efficiencies, fleet improvements and increased uptake of SAF. Australia remains a strong proponent of the CORSIA. With the support of our international airlines, Australia has been participating in the voluntary phase of CORSIA since it commenced in 2019. Australia published an updated ICAO State Action Plan in October 2022 which sets out Government and industry measures to reduce international aviation emissions. Australia also participated in and shared experiences and challenges in reducing GHG emissions from international aviation at the ICAO Asia Pacific Regional Environmental Seminar in May 2023.
Bangladesh	a) Bangladesh is working as per ICAO guidelines to reduce its GHG emissions from international aviation. b) Noted c) Noted
China	The same as above.
Hong Kong, China	Hong Kong, China appreciates the sharing of views and experiences from States to reduce carbon emissions. Hong Kong, China will continue to encourage stakeholders in Hong Kong like aerodrome operator, aircraft operators and airport community to implement green measures to further reduce GHG emissions.
Macau, China	Noted.
Fiji	Fiji supports this action item. Fiji will be hosting the State Action Plan for the reduction of GHG Training that will be conducted for the PSIDS in September 2023. Following this, Fiji's SAP will be reviewed.

India	a) India is working as per ICAO guidelines to reduce its GHG emissions from international aviation.
	b) India shares its experiences with other States at different platforms through webinars, workshops, seminars, etc being organized by ICAO, EASA, etc.
	c) Noted
Japan	a) Noted b) Noted c) Noted
Nepal	(a), (b) & (c) Noted and will take action commensurate to our aviation activities in phased manner.
The Philippines	The CAAP will: a)continue cooperating on initiatives to reduce greenhouse gas (GHG) emissions from international aviation; b)share their experiences and challenges in improving operational efficiencies to reduce GHG emissions from international aviation; and c)support the request for ICAO to consider developing additional guidance for States/Administrations and an information-sharing scheme for improving operational efficiencies to reduce GHG emissions from international aviation.
Singapore	Noted.
Thailand	a) on-going (implementing in accordance with Thailand's Action plan on aviation GHG emission reduction). b) Noted. c) Noted.

Action Item 57/48   The Conference encouraged close discussions among Asia-Pacific States/Administrations to ensure the interests of the region are reflected in any decision on an LTAG.
Responses on Action Item 57/48

Australia	Australia discussed the LTAG with a number of Asia-Pacific States leading up to the Assembly's decision and has continued to engage with the region since to help ensure the interests of the region are reflected in future decisions, including by attending the Asia Pacific Regional Environmental Seminar in May 2023. Australia will also attend the third Conference of Aviation Alternative Fuels (CAFF/3) being held in Dubai in November 2023.
Bangladesh	Bangladesh has given its views on LTAG in the High-Level meeting held in Montreal in July 2022. Later, ICAO has adopted LTAG – net zero by 2050 in the 41st Assembly.
China	The same as above.
Hong Kong, China	Given that the circumstances of each State may be different, Hong Kong, China shares that close discussions among States and thorough considerations of interests and views from each State should be made when proposing green initiatives.
Macau, China	Noted.
Fiji	Fiji supports this action item.
India	India has given its views on LTAG in the High-Level meeting held in Montreal in July 2022. Later, ICAO has adopted LTAG – net zero by 2050 in the 41st Assembly.
Japan	Noted.
Nepal	Noted.
The Philippines	The CAAP concurs on the recommendation for close discussions among Asia-Pacific States/Administrations to ensure the interests of the region are reflected in any decision on an LTAG.
Republic of Korea	The Republic of Korea is participating in discussions on LTAG among Asia-Pacific States/Administrations.
Singapore	Noted.
Thailand	Noted. Also, this has been carried out under the ASEAN framework.

AGENDA ITEM 8 : CAPACITY DEVELOPMENT AND IMPLEMENTATION

Action Item 57/49   The Conference urged States/Administrations to:

a)   engage and consider ways to share best practices with Pacific Aviation Safety Office (PASO) to support efforts towards a safe aviation recovery in the Pacific; and

b)   consider providing appropriate assistance to PASO to further strengthen regional cooperation among the Pacific Island States in support of the ICAO "No Country Left Behind" initiative.

Responses on Action Item 57/49

Australia	As an Associate Member of the PASO Council, Australia is supportive of the ongoing work by the Pacific Island States, including towards a safe aviation recovery in the Pacific, and acknowledges the work PASO has already undertaken collectively, and with individual Member States, to improve aviation safety and security among its ten Member States. Australia provides ongoing financial and technical assistance to PASO to meet its objectives.
Bangladesh	Noted
China	Well noted.
Hong Kong, China	Information in the paper is noted. Sharing best practices with PASO to support efforts towards a safe aviation recovery in the Pacific is supported.
Macau, China	Noted.
Fiji	Fiji supports this action item. Fiji has been proactive in providing support to our PSIDS brothers and sisters.
India	Noted
Japan	Japan strongly recognizes the importance of technical assistance in Pacific island countries and continues to provide bilateral assistance.
Nepal	(a)& (b) Noted.
The Philippines	The CAAP will: a)engage and consider ways to share best practices with Pacific Aviation Safety Office (PASO) to support efforts towards a safe aviation recovery in the Pacific; and b)consider providing appropriate assistance to PASO to further strengthen regional cooperation among the Pacific Island States in support of the ICAO "No Country Left Behind" initiative.
Singapore	Singapore has extended training assistance to PASO.
Thailand	a) Noted and Thailand is willing to share our best practices with PASO. b) Noted.

Action Item 57/50   Noting the competency frame work for CAA legal advisers proposed, the Conference encouraged States/Administrations to consider the proposed competency framework for the training and professional development of their legal advisers.
Responses on Action Item 57/50

Australia	As co-sponsor of this paper, Australia was pleased to lend our support to the development and introduction of a competency framework for legal advisers to aviation regulatory authorities in our region. As reflected in the Resolution of the 41st ICAO Assembly [A41-4, Appendix G], in which the importance of ensuring that lawyers responsible for advising their authorities maintain a high level of competency across a range of relevant and emerging issues is expressly acknowledged, the value and utility of the framework considered in this action item cannot be overstated. Australia will continue to contribute to the refinement framework, and to support its adoption in our region and globally.
Bangladesh	Noted
China	CAAC supports the proposed competency framework and advise the organization of training for legal advisers taking into account the national circumstances of States/Administrations.
Hong Kong, China	Hong Kong, China took note of the proposed competency framework and training proposed for CAA legal advisers.
Macau, China	Noted.
Fiji	Fiji supports this action item. Fiji will be implementing the proposed competency framework for the training and professional development of their legal advisers.
India	Noted
Japan	Noted
Nepal	Noted.
Pakistan	The para relates to training and professional development of the legal advisors whiling considering proposed competency framework, hence, input of HR training Branch may be sought on the action item.
The Philippines	The CAAP took note of the proposed competency framework for the training and professional development of their legal advisers and will be part of the Human Resource (HR) Program.
Republic of Korea	The Republic of Korea is considering the development of training programs utilizing the proposed competency framework for professional development of legal advisers in the Aviation Policy Bureau of MOLIT.
Singapore	At the 41st Session of the ICAO Assembly in 2022, Singapore presented Working Paper A41-WP/106 on the Competency Framework for Civil Aviation Legal Advisers. It was co-sponsored by 72 States. There was strong and universal support for this Working Paper and the competency framework. States were encouraged to consider the framework in the recruitment, training, and professional development of their civil aviation legal advisors.

Thailand	Noted the proposed competency framework for CAA legal advisers. CAAT will bring the proposed information to consider our training and development of related personnel for example Legal unit and Standards Development unit for the domain areas.

Action Item 57/51　　To accelerate the implementation of the UN 2030 Agenda for Sustainable Development, the Conference encouraged States/Administrations to:

a)　actively promote air connectivity in the post-COVID-19 era, strengthen ICAO's central and leading role in the safe, orderly and sustainable development of global civil aviation, and help developing countries in capacity building in order to promote inclusive, universal beneficial and balanced development of global civil aviation industry; and

b)　input more resources in civil aviation, take actions, either individually or jointly, to share development experiences, strengthen technical assistance, continue to increase support for developing countries and constantly deepen pragmatic cooperation in global civil aviation.

Responses on Action Item 57/51

Australia	Australia has collaborated on the 'Embracing Equity in the Aviation Sector: Promoting Inclusive Leadership' seminar hosted in Indonesia and will continue to deliver capacity building programs that support the Sustainable Development Goals of the United Nations 2030 Agenda for Sustainable Development by improving gender equality in global aviation at leadership and decision-making levels.
Bangladesh	Noted
China	Well noted.
Hong Kong, China	Hong Kong, China supports the aim of the Global Development Initiative (GDI) to constantly deepen the pragmatic cooperation in global civil aviation by actively participating in meetings, workshops organized by ICAO on post-COVID and industry's recovery and resumption of contact and talk with other aviation authorities. Hong Kong, China will continue to work closely with the ICAO APAC RO and other regional partners providing necessary support in expanding the implementation of related initiatives including the GDI within the aviation industry to achieve the SDGs in the UN 2030 Agenda for Sustainable Development.
Macau, China	Noted.
Fiji	Fiji supports this action item.
India	Noted
Japan	Japan contributes to technical cooperation by providing bilateral assistance to countries, including those in the Asia-Pacific region.
Maldives	Maldives take note of the recommendation

Nepal	(a)& (b) Noted and acted accordingly.
The Philippines	To accelerate the implementation of the UN 2030 Agenda for Sustainable Development, the CAAP will: a)actively promote air connectivity in the post-COVID-19 era, strengthen ICAO's central and leading role in the safe, orderly and sustainable development of global civil aviation, and help developing countries in capacity building in order to promote inclusive, universal beneficial and balanced development of global civil aviation industry; and b)input more resources in civil aviation, take actions, either individually or jointly, to share development experiences, strengthen technical assistance, continue to increase support for developing countries and constantly deepen pragmatic cooperation in global civil aviation.
Republic of Korea	The Republic of Korea organized the 2nd ICAO GISS 2023 in Seoul in May 2023 to discuss ways to promote air connectivity in the post-pandemic era. For more balanced global civil aviation, we are providing various training programs and technical assistance to developing countries.
Singapore	Singapore provides fellowships and scholarships under the Singapore Cooperation Programme and Singapore-ICAO Developing Countries Training Programme.
Thailand	a) Thailand is pleased to support ICAO's actions. b) Thailand is willing to share our experiences, help strengthen and support ICAO as well as other member states on technical assistance for developing countries.

Action Item 57/52   The Conference encouraged States/Administrations to:
a)   recognize the value of, and to take part in, volcanic ash exercises to better prepare and respond to volcanic events;
b)   continue supporting, in collaboration with ICAO, the APAC Volcanic Ash Exercises Steering Group (VOLCEX/SG) to organize and conduct volcanic ash exercises and follow-up on the lessons learnt, including lessons from actual volcanic eruptions, and disseminate recommendations to States;
c)   work in collaboration with ICAO to incorporate the learnings of volcanic ash exercises into guidance material, and Standards and Recommended Practices where appropriate; and
d)   implement appropriate communications infrastructure at appropriate operational units to support dissemination of the Volcano Observatory Notice for Aviation (VONA) format.

Action Item 57/52

Australia	Volcanic ash exercises such as VOLCEX 20/02 in the Pacific provide great value and can better prepare States to respond and recover from future eruptions. This is particularly important where coordination and the provision of timely, accurate information between a number of States is vital. In addition to becoming "well drilled" in responding to an actual eruption event, simulated exercises allow States to identify opportunities for improvement in areas of response where they might otherwise be underprepared. Australia supports the collective and individual preparations of States to respond to volcanic ash events.
Bangladesh	a) Bangladesh recognizes the value of, and taking part in, volcanic ash exercises to better prepare and respond to volcanic events; b) Bangladesh will continue to support, the APAC Volcanic Ash Exercises Steering Group in collaboration with ICAO, to organize and conduct volcanic ash exercises and follow-up on the lessons learnt, and disseminate recommendations to States; c) Bangladesh will work in collaboration with ICAO to incorporate the learning of volcanic ash exercises into guidance material d) Noted
China	Well noted.
Hong Kong, China	Hong Kong, China supports ICAO's initiatives in relation to volcanic ash activities where applicable.
Macau, China	Noted.
Fiji	Fiji supports this action item. Fiji participates in volcanic ash exercises.
India	Noted
Japan	Japan have proposed volcanic ash training scenarios and training methods to VOLCEX/SG. We also participate in volcanic ash exercises in the APAC region. We will continue to participate in the activities of the APAC Volcanic Ash Exercise Steering Group (VOLCEX/SG).
Nepal	(a), (b), (c) & (d) Noted and will act accordingly.
Pakistan	a) By recognizing the importance of the safety aspect Pakistan fully participate and take part in the Regional volcanic ash exercises, and Pakistan CAA & PMD has close coordination process among each other. b) PMD MET Watch Offices (MWO) Lahore / Karachi have participated in the Volcanic Ashes Exercise vide State letter No APAC T-4 / 7.5-138/22 (MET) dated 20th October 2022 / titled as Schedule for SIGMET Test in the APAC Region held in the month of November 2022 Para c & d are noted for compliance and implementation

The Philippines	The CAAP: a) recognizes the value of, and to take part in, volcanic ash exercises to better prepare and respond to volcanic events; b) will continue supporting, in collaboration with ICAO, the APAC Volcanic Ash Exercises Steering Group (VOLCEX/SG) to organize and conduct volcanic ash exercises and follow-up on the lessons learnt, including lessons from actual volcanic eruptions, and disseminate recommendations to States; c) will work in collaboration with ICAO to incorporate the learnings of volcanic ash exercises into guidance material, and Standards and Recommended Practices where appropriate; and d) will implement appropriate communications infrastructure at appropriate operational units to support dissemination of the Volcano Observatory Notice for Aviation (VONA) format.
Republic of Korea	The Republic of Korea is operating the Volcano Observatory Notice for Aviation (VONA) by using existing telecommunication infrastructure.
Singapore	Noted.
Thailand	a). Thailand by CAAT informed ANSP to participate in the volcanic ash exercises. b) Thailand sent our representatives to participate in the VOLCEX/SG. c) Thailand collaborates with ICAO through volcanic ash exercises se well as VOLCEX/SG d) Thailand is not a state volcano and does not support the dissemination of VONA format to provide volcanic ash information.

Action Item 57/53   Acknowledging the benefits of the ICAO – Singapore DGCA Programme on Aviation Resilience and the platform it provides to share experiences, the Conference;
a)   urged States/Administrations to support the ICAO in its leading role in the international civil aviation sector, and its collaboration with other international organisations, industry and non-civil aviation entities to develop guidelines, policies and approaches for States and industry to recover international civil aviation operations safely and efficiently, including adhering to the necessary public health, safety and security requirements; and
b)   encouraged greater collaboration between regulators and industry to optimise the use of limited resources, promote innovative methods, and develop lasting solutions to build resilience and sustainability for international civil aviation.

Responses on Action Item 57/53

Australia	Australia notes the Action Item.

Bangladesh	a) Bangladesh recognizes the benefits derived from ICAO –Singapore DGCA Programme and supports ICAO's leading role in the international civil aviation sector. b) Bangladesh supports any endeavours for the collaboration between regulators and industry to optimize the use of limited resources, promote innovative methods, and develop lasting solutions to build resilience and sustainability for international civil aviation.
China	Well noted.
Hong Kong, China	Hong Kong, China has taken actions in response to the Conference's encouragement to have greater collaboration between regulators and industry to optimize the use of limited resources, promote innovative methods, and develop lasting solutions to build resilience and sustainability for international civil aviation. These included the implementation of an enhanced occurrence reporting platform and the facilitation of aircraft recovery after long term parking and storage. Hong Kong, China will continue to work on greater collaboration with stakeholders in all domains to build resilience and sustainability.
Macau, China	Macao, China supports the ICAO in its leading role in the international civil aviation sector and the greater collaboration between regulators and industry to optimise the use of limited resources to build resilience and sustainability for international civil aviation.
Fiji	Fiji supports this action item. Fiji DG attended the ICAO – Singapore DGCA Programme on Aviation Resilience in 2022.
India	Noted
Japan	a) Japan will continue to support ICAO's activities. b) Japan is working with private operators on efforts to restore international aviation, including the issue of employee shortages at airports.
Nepal	(a)& (b) Noted, agreed and acted accordingly.
Pakistan	a)Pakistan CAA fully supports collaboration with International organizations, in this regard under South Asia Capacity Building Mission (SACBM) of COSCAP-SA, PCAA has deputed Inspectors / Regulators to impart continuous support for safe and efficient conduct of aircraft operations. b)The strong collaboration is promoted between National Regulators and Service Providers.

The Philippines	Acknowledging the benefits of the ICAO – Singapore DGCA Programme on Aviation Resilience and the platform it provides to share experiences, the CAAP recognizes the importance: a)of the ICAO in its leading role in the international civil aviation sector, and its collaboration with other international organisations, industry and non-civil aviation entities to develop guidelines, policies and approaches for States and industry to recover international civil aviation operations safely and efficiently, including adhering to the necessary public health, safety and security requirements; and b)of greater collaboration between regulators and industry to optimise the use of limited resources, promote innovative methods, and develop lasting solutions to build resilience and sustainability for international civil aviation.
Singapore	Singapore, together with ICAO, has conducted four runs of this programme in Singapore, Dominican Republic, Montreal and South Africa.
Thailand	a) Thailand supports ICAO in all endeavors to develop guidelines, policies and approaches for member states to resume international air travel to pre-COVID period. b) Thailand welcomes initiatives between regulators and industry to work together in resolving aviation issues and seeking solution to create a safe, secure and sustainable aviation.

Action Item 57/54   Noting the establishment of the MID Flight Procedure Programme (FPP), the Conference:
a)   encouraged further cooperation and collaboration with APAC FPP; and
b)   encouraged harmonization of service fees through consultation between the FPPs.

Responses on Action Item 57/54

Australia	Australia notes the Action Item.
Bangladesh	Bangladesh recognizes the MID Flight Procedure Programme (FPP) and supports the idea of harmonization of services fees through consultation between the FPPs.
China	As the first regional FPP established by ICAO, APAC FPP has provided a lot of assistance to the newly established MID FPP in the past two years, including sharing technical reports, providing advice on administrative regulations and organizing free lectures and training. At the same time, APAC FPP has shared the service costs for MID FPP to promote better coordination and development among FPPs.

Hong Kong China	Hong Kong China is one of the Active Participating States/Administrations of the APAC FPP and has been actively participating in the discussion of the APAC FPP Steering Committee Meeting (SCM) to formulate strategies for training within the APAC region and cross regions training. A proposed cooperation arrangement between APAC FPP and MID FPP will be discussed at the forthcoming APAC FPP SCM which is scheduled for Nov 2023. The proposed cooperation arrangement includes the two FPPs providing training courses and workshops to the instructors and members of each other either free of charge or in accordance with the agreed fee schedule to enhance the collaboration between the two FPPs.
Macau, China	As a active participated member of ICAO APAC FPP, Macao, China supports the cooperations and collaboration with other ICAO FPP.
Fiji	Fiji supports this action item.
India	Noted
Japan	Noted
Nepal	(a)& (b) Noted.
The Philippines	Noting the establishment of the MID Flight Procedure Programme (FPP), the CAAP supports the: a)further cooperation and collaboration with APAC FPP; and b)harmonization of service fees through consultation between the FPPs.
Singapore	Noted.
Thailand	Thailand by CAAT is actively participating in the APAC FPP and has been informed about the establishment of the MID Flight Procedure Programme (FPP).

Action Item 57/55   The Conference encouraged;

a) Southeast Asian States to:
  i.   Continue their engagement with COSCAP-SEA and seek assistance through the platform it provides;
  ii.   Support the collaborative approach that COSCAP SEA Safety Partners have adopted since the start of the pandemic,
  iii.   Leverage COSCAP-SEA to expand their national capacity-building initiatives to the rest of the SEA region; and
  iv.   Resume pre-COVID safety norms; and

b) States/Administrations to consider adoption of a similar
   multi-stakeholder partnership approach in other COSCAP
   regions.

Action Item 57/55

Australia	Australia is a COSCAP-SEA safety partner state and attends COSCAP-SEA Steering Committee meetings. Australia encourages all States/Administrations to collaboratively participate in the COSCAP's to foster a harmonised approach to identify, mitigate and address potential immediate safety risks throughout the sub-region.
Bangladesh	Bangladesh as a member State of the COSCAP-SA is aware of the activities of the other COSCSAs in the Region and supports any collaborative approaches specially in the capacity building initiatives. The Capacity Building Matrix already in use in COSCAP-SA has been regarded in high esteem in the region. The matrix has already seen success in deployment of national experts in other States.
China	Well noted.
Hong Kong, China	Further to the responses to Action Item 57/8 regarding the resumption of pre-COVID safety norms, Hong Kong, China will continue to support COSCAP-SEA, including participation in the Seminars and Workshops organized under COSCAP-SEA and support the collaborative approach that COSCAP SEA Safety Partners have adopted.
Macau, China	Noted.
Fiji	Fiji supports this action item.
India	Noted
Japan	Well noted.
Nepal	(b) Noted.
The Philippines	The Philippines is an active Member of COSCAP-SEA, thus, will support all its related activities
Singapore	Singapore remains committed to support ICAO's COSCAP-SEA programme, including providing appropriate resources to support COSCAP-SEA activities. Singapore has supported COSCAP-SEA in 2022 by conducting two ICAO Training Packages on Government Safety Inspector Air Operator Certification and Government Safety Inspector Personnel Licensing courses.

Thailand	a) i. Noted on the continued engagement with COSCAP-SEA and possible request of assistance from COSCAP-SEA. ii. Thailand supported the COSCAP SEA Safety Partners' approach. iii. Thailand has been sending our aviation safety inspectors and technical officers to attend all COSCAP-SEA/SA activities. iv. CAAT has encouraged our safety departments to resume all their surveillance activities. b) Noted.

Action Item 57/56   Acknowledging the existing problem of significant manpower shortage at airports and its potential impacts on operations, the Conference urged the States/Administrations to:
a)   work closely with the industry stakeholders to identify solution measures aimed at alleviating manpower shortages at airports in the short- and medium-term as well as to develop a roadmap to make airport employment attractive and competitive in the long-term; and
b)   ensure proper staffing of airport functions under government purview, such as immigration, customs and security.

Responses on Action Item 57/56

Australia	Australia notes the Action Item.
Bangladesh	Bangladesh recognizes the existing problem of significant manpower shortage at airports and its potential impacts on operations and is working with the industry stakeholders to ensure proper staffing of airport and to make airport employment attractive and competitive in the long-term.
China	Well noted.
Hong Kong, China	Hong Kong, China has been working closely with the industry stakeholders to identify solution measures aimed at alleviating manpower shortages. Regarding ATC, Hong Kong, China employs an optimized and flexible manpower deployment strategy to ensure our ATC service provision and its quality can always be maintained. Hong Kong, China will continue to strengthen career promotion efforts and streamline recruitment process through the use of technology to reinforce the ATC workforce as a medium- and long-term tactics. Regarding the airport operation, Hong Kong, China has been liaising closely with the aerodrome operator on the manpower situation of airport personnel to ensure that aerodrome safety and security would not be compromised. The manpower situation has been closely monitored through regular meetings, workforce surveys by the aerodrome operator, and multiple job fairs have been held to facilitate recruitment of new staff. In addition, Hong Kong, China has been working closely with the aerodrome operator on the deployment of automation technology in airport operations, e.g. autonomous vehicles, with the objective of reducing the reliance on manpower.
Macau, China	Noted.

Fiji	Fiji supports this action item. Fiji stakeholders have been collaborating to address the aviation staff shortage issues in the country.
India	Noted
Japan	a) Japan set up a first meeting of experts targeting for all airport service in February 2023 and made public the interim guideline of "Vision for sustainable development of airport service" in June 2023. This guideline indicates directionality of efforts in the short- , medium-, and long-term by each subjects, such as local governments and airport-related business operators. b) Noted
Nepal	(a)& (b) Noted and agreed.
The Philippines	Acknowledging the existing problem of significant manpower shortage at airports and its potential impacts on operations, the CAAP will: a)work closely with the industry stakeholders to identify solution measures aimed at alleviating manpower shortages at airports in the short- and medium-term as well as to develop a roadmap to make airport employment attractive and competitive in the long-term; and b)collaborate with the proper authorities to ensure proper staffing of airport functions under government purview, such as immigration, customs and security.
Republic of Korea	The Republic of Korea established the Airport Manpower TF in August 2022 to monitor manpower shortage arisen from the recovery of air transport and provide support to airport operators and ground handling workers through policies to retain and secure aviation personnel.
Singapore	Singapore has worked with relevant stakeholders to organize a OneAviation career fair to increase manpower in the sector, allowing us to ramp up operations smoothly.
Thailand	a) Thailand by CAAT recognizes the importance of current manpower shortages. In the upcoming year, CAAT is proposing a Survey and Analysis of demand for aviation personnel in Thailand as an outline for Thailand's Aviation Manpower development which will be a foundation project for the development of the workforce in Thailand. b) Noted and Thailand by CAAT has cooperated with relevant authorities i.e. Immigration Bureau, Thai Customs and airport operators on this matter.

AGENDA ITEM 9 : UPDATES

Action Item 57/57   The Conference noted the progress achieved by many States/Administrations in the implementation of the Beijing Declaration's commitments and also acknowledged that some States/Administrations need further assistance to achieve their commitments.

The Conference encouraged States/Administrations to collaborate and rigorously work to expedite the achievements of the commitments of the Beijing Declaration including in particular the certification of aerodromes used for international operations and not yet certified.

Responses on Action Item 57/57

Australia	Australia notes that while many Asia Pacific States are meeting the commitments outlined in the Beijing Declaration, there are still a number of States that need assistance to meet the commitments.
Bangladesh	Bangladesh is committed to implement the Beijing declaration and is and rigorously working to expedite the achievements of the commitments of the Beijing Declaration.
China	China will actively promote the updating of information on aerodromes used for international operations, GRFs towards elimination of deficeincy.
Hong Kong, China	Hong Kong, China takes note of the progress of the Beijing Declaration's commitments and will continue its efforts to facilitate close collaborations and mutual assistance in the region for delivering safe, secured and efficient air transport network for the APAC Region.
Macau, China	Noted.
Fiji	Fiji supports this action item. Fiji continues to work to achieve the commitments of the Beijing Declaration and has successfully certified all its aerodromes used for international operations.
India	Noted
Japan	Japan will continue to address aviation safety matters advocated in the Beijing Declaration.
Nepal	Completed by Nepal.

Pakistan	☐All 14 international Airports of Pakistan are certified. ☐PBN implementation is fully achieved. ☐AIS to AIM transition as below: Phase-1 > 80% Phase-II > 80% Phase-III >50% ☐Enhanced Surveillance capability with ADS-B technology has been adopted. ☐Non-achieved commitment Formation of High level Civil-Military Strategic co-ordination Committee, the matter is in Aviation Division.
The Philippines	All Philippine's international airports are certified as publish in the AIP AD 1.5: status of Certification of Aerodromes. Out of nine (9) international airports, four (4): Francisco-Bangoy International Airport (FBIA), Mactan-Cebu International Airport (MCIA), Iloilo and Laoag) have Permanent Aerodrome Certification while five (5): Puerto Princesa International Airport (PPIA), Bohol Panglao International Airport (BPIA), Kalibo International Airport (KIA) and Diosdado Macapagal International Airport (DMIA)) have Temporary Aerodrome Certificate as published in the CAAP website. CAAP will pursue the permanent Aerodrome Certificate of PPIA, Ninoy Aquino International Airport (NAIA), Clark International Airport (CRK) and BPIA by the end of 2024.
Republic of Korea	All international airports in the Republic of Korea are certified.
Singapore	Singapore has fully implemented the commitments under the Beijing Declaration.
Thailand	Thailand has ten aerodromes used for international operations, eight of them had been certified. Two of them (Krabi Airport and Surat Thani Airport), operated by The Department of Airports (DOA), are currently undergoing the certification process. However, Thailand is diligently working to expedite the operator's progress in meeting the certification requirements.

Action Item 57/58 — Noting the Port Moresby Declaration on Safety and Aviation Security to strengthen aviation in the Pacific Island States, the Conference urged States/Administration to support Pacific Island States achieve their aviation ambitions and regional priorities.

Responses on Action Item 57/58

Australia	As an Associate Member of the PASO Council, Australia is supportive of the ongoing work by the Pacific Island States, including towards a safe aviation recovery in the Pacific, and acknowledges the work PASO has already undertaken collectively, and with individual Member States, to improve aviation safety and security among its ten Member States. Australia provides ongoing financial and technical assistance to PASO to meet its objectives.
Bangladesh	Noted the Declaration and committed to support the Pacific Island States in achieving their aviation ambitions and regional priorities.
China	Well noted.
Hong Kong, China	Hong Kong, China notes the Pacific and Aviation priorities of the Pacific Island States made in the Port Moresby Declaration. Their efforts to achieve these priorities were recognized for the Pacific Region to succeed.

Macau, China	Noted.
Fiji	Fiji supports this action item. Fiji continues to work to realise the Port Moresby Declaration on Safety and Aviation Security.
India	Noted
Japan	Japan contributes to technical cooperation by providing bilateral assistance to countries, including those in the Asia-Pacific region.
Nepal	Noted.
Pakistan	Point noted for compliance as applicable.
The Philippines	Noting the Port Moresby Declaration on Safety and Aviation Security to strengthen aviation in the Pacific Island States, the CAAP will support Pacific Island States achieve their aviation ambitions and regional priorities.
Singapore	Singapore has supported by funding of the Pacific Island States Liaison officer for the first year.
Thailand	Noted.

Action Item 57/59

The Conference:
a)   acknowledged the completion of the ACCRPG work for the term up to 30 June 2022; and
b)   urged States/Administrations, organizations and industry to continue:
    i.   Sharing their views and best practices on how the APAC Region will meet the challenges of the current and future pandemics at the various regional forums (i.e., APANPIRG, RASG AP, RASCF); and
    ii.   Collaborating and sharing best practices on helping the Region's recovery from COVID through removing the COVID-19 impediments to, and facilitating, passenger and freight movements while maintaining safe and secure air travel throughout the APAC region.

Responses on Action Item 57/59

Australia	Australia notes the Action Item.
Bangladesh	Noted the point in a) and Bangladesh will continue to share its views and best practices on how the APAC Region will meet the challenges of the current and future pandemics at the various regional forums (i.e., APANPIRG, RASG AP, RASCF); and how the State had handled the impediments of the COVID-19.
China	CAAC has sent experts to regularly attend the ACCRPG Public Health Sub-Group, sharing experiences and practices with experts in the region to support the orderly recovery of APAC civil aviation sector.

Hong Kong, China	Hong Kong, China fully agrees with ICAO and will continue to collaborate and share best practices with APAC States/Administrations through various regional forums in view of the challenges arising from current and looking ahead to future pandemics. All travel restrictions and quarantine arrangements for inbound travellers have been lifted. Hong Kong, China has taken actions in response to the Conference's encouragement to collaborate with the industry in order to maintain a safe air travel throughout the APAC region. This was achieved by ensuring the continuing airworthiness of the aircraft recovered from long term parking and storage through the surveillance of the completion of the mandatory maintenance tasks and the physical condition of the aircraft upon return from the parking/storage location. Further to the responses to Action Item 57/8, Hong Kong, China has been participating in the ACCRPG meetings regularly to keep in view the latest ICAO updates relating to COVID contingency and recovery planning, and to learn from the experiences and challenges of COVID as well as possibly future pandemics shared by Asia-Pacific States.
Macau, China	Noted.
Fiji	Fiji supports this action item.
India	Noted
Japan	a)Noted b) Japan held bilateral policy dialogues with neighboring countries to share best practices on various topics, including aviation safety.
Nepal	(a)& (b) Noted and agreed.
The Philippines	The CAAP: a)acknowledged the completion of the ACCRPG work for the term up to 30 June 2022; and b)will continue: i.Sharing their views and best practices on how the APAC Region will meet the challenges of the current and future pandemics at the various regional forums (i.e., APANPIRG, RASG AP, RASCF); and ii.Collaborating and sharing best practices on helping the Region's recovery from COVID through removing the COVID-19 impediments to, and facilitating, passenger and freight movements while maintaining safe and secure air travel throughout the APAC region.

Singapore	Singapore participates actively in the various regional forums and is committed to sharing our views and best practices to maintain safe and secure air travel in the APAC region.
Thailand	a) Noted and Thailand would like to congratulate the ACCRPG for their excellent work during the COVID-19 pandemic. b) Noted. If possible, Thailand always show best practice of challenges found during pandemic both national and international forums.

Action Item 57/60   Noting the progress of the work of the RCM Task Force, the Conference urged States/Administrations to continue contributing towards the work of the RCM Task Force including participation in the Task Force.

Responses on Action Item 57/60

Australia	Australia actively supports the work of the RCM TF in improving coordination and cooperation in the region and encourages other States/Administrations in the region to become active members of the Task Force. Australia welcomes those States/Administrations who have recently joined the Task Force - Bangladesh, Fiji, Nepal and Sri Lanka. The RCM TF will provide an update at DGCA 58 on its work, including a regional training cooperation framework and the outcomes of a needs survey covering States/Administrations in the region. RCM TF will also provide an update on its examination of the feasibility of an Asia Pacific Civil Aviation Commission, as agreed to at DGCA 57.
Bangladesh	Noted
China	Well noted.
Hong Kong, China	Hong Kong, China supports the works of the RCM Taskforce. Hong Kong, China is joining the RCM Taskforce.
Macau, China	Noted.
Fiji	Fiji supports this action item.
India	Noted
Japan	Japan will continue to participate in and contribute to the RCM Task Force.
Nepal	Nepal actively participated in the RCMTF and contributed in its objectives.
The Philippines	Noting the progress of the work of the RCM Task Force, the CAAP will continue contributing towards the work of the RCM Task Force including participation in the Task Force.
Republic of Korea	The Republic of Korea is actively engaging in RCM TF.
Singapore	Singapore continues to support the work of the Regional Cooperation Mechanisms Task Force.
Thailand	As a member of the Task Force, Thailand would like to encourage greater participation from other Asia Pacific States in the Task Force in order to have a wide range of perspectives since Asia and Pacific is a diverse region.

| *Action Item 57/61* | The Conference agreed to regular written reports to be provided to the Asia-Pacific DGCA Conference highlighting key issues being discussed in the Council; and
a)   consider convening a session at the annual DGCA meetings between the Montreal Group and Asia-Pacific Member States to provide a platform for engagement on key issues facing ICAO and the Council;
b)   encourage Asia-Pacific States/Administrations to consider voluntary contributions to ICAO; and
c)   urge States/Administrations to ratify the amendments to Articles 50 (a) and 56 of the Chicago Convention. |

Action Item 57/61

Australia	Australia notes the Action Item.
Bangladesh	Noted
China	Well noted.
Hong Kong, China	Hong Kong, China noted the proposal by the Montreal Group in enhancing communication between the Montreal Group and APAC States. Hong Kong, China noted the efforts from ICAO to increase revenue in requesting voluntary contributions from States/Administrations. All along, Hong Kong, China has been actively supporting ICAO through in-kind contribution.
Macau, China	Noted.
Fiji	Fiji supports this action item.
India	Noted
Japan	a) Noted b) Japan dispatches personnel to the ICAO Secretariat on a Japanese budget. C) Japan will continue to consider this issue.
Maldives	Maldives is now in the process of completing the national/constitutional requirment pertainng to the ratification of the Amendment to Articled 50 (a) and 56 of the Chicago Convention.
Nepal	(a), (b) & (c) Noted.
The Philippines	The CAAP supports the decision for the regular submission of written reports to the Asia-Pacific DGCA Conference highlighting key issues being discussed in the Council; and a)consider convening a session at the annual DGCA meetings between the Montreal Group and Asia-Pacific Member States to provide a platform for engagement on key issues facing ICAO and the Council; b)consider voluntary contributions to ICAO; and c)the ratification of the amendments to Articles 50 (a) and 56 of the Chicago Convention.

Republic of Korea	The Republic of Korea has been contributing to SAFE Fund, AVSEC Fund, Digital Transformation Initiative, APAC Flight Procedure Programme, CASP-APAC, etc. We ratified the amendments to Article 50(a) and 56 of the Chicago Convention.
Singapore	Singapore has ratified the amendments to Articles 50 (a) and 56 of the Chicago Convention.
Thailand	a) Thailand looks forward to a session with Montreal Group to learn about key issues and latest developments from ICAO and the Council. b) Thailand supported ICAO by voluntary hosting seminar and meeting in 2023 i.e. ICAO Environmental Regional Seminar in May and the upcoming CAPSCA-AP in November as well as sending our 2 technical officers to work with ICAO APAC as part of the secondment programme and providing our experts on assistance missions. c) Thailand ratified the amendments to Articles 50 (a) and 56 of the Chicago Convention on 11 July 2018.

Action Item 57/62   The Conference urged the States/Administrations to:

a)   complete the ratification of the Protocol Relating to an Amendment to the Convention on International Civil Aviation [Article 50 (a)] signed at Montreal on 6 October 2016, as a matter of priority; and

b)   Maintain unity and inclusivity of the 39 Asia Pacific States to strengthen efforts to optimize the opportunities to increase Asia Pacific's representation in the ICAO Council.

Responses on Action Item 57/62

Australia	Australia notes the Action Item.
Bangladesh	a) Bangladesh has completed the ratification of the Protocol Relating to an Amendment to the Convention on International Civil Aviation [Article 50 (a)] signed at Montreal on 6 October 2016. b) Bangladesh is maintaining unity and inclusivity of the 39 Asia Pacific States to strengthen efforts to optimize the opportunities to increase Asia Pacific's representation in the ICAO Council
China	Well noted.
Hong Kong, China	Hong Kong, China supports the recommended action item.
Macau, China	Noted.
Fiji	Fiji supports this action item.
India	Noted

Japan	a) Japan will continue to consider this issue. b) As a Part I council member, Japan will work with other member countries to increase the representative Asia Pacific's representation in the ICAO Council .
Maldives	Maldives is now in the process of completing the national/constitutional requirment pertainng to the ratification of the Protocol relating to the Amendment to Articled 50 (a)
Nepal	(a)& (b) Noted and agreed.
The Philippines	The CAAP acknowledges the significance of the: a)complete the ratification of the Protocol Relating to an Amendment to the Convention on International Civil Aviation [Article 50 (a)] signed at Montreal on 6 October 2016, as a matter of priority; and b)maintenance of unity and inclusivity of the 39 Asia Pacific States to strengthen efforts to optimize the opportunities to increase Asia Pacific's representation in the ICAO Council.
Republic of Korea	The Republic of Korea ratified the Protocol Relating to an Amendment to the Convention on ICAO [Article 50(a)].
Singapore	Singapore has ratified the amendments to Articles 50 (a) and 56 of the Chicago Convention, and supports unity and inclusivity of APAC States to increase APAC representation in the ICAO Council.
Thailand	a) Thailand ratified the amendments to Articles 50 (a) and 56 of the Chicago Convention on 11 July 2018. b) Thailand as a part of the Asia Pacific States would like to stress on the need to maintain unity of all 39 Asia and Pacific States and encourage the ratification of the amendments to Articles 50 (a) and 56 of the Chicago Convention as a way to increase Asia Pacific's representation in the ICAO Council.

AGENDA ITEM 11 : OTHER BUSINESS

| Action Item 57/63 | While acknowledging the Discussion Papers from the Republic of Korea and Bangladesh and noting that: |

Action Item 57/63   While acknowledging the Discussion Papers from the Republic of Korea and Bangladesh and noting that:

a)   increasing the future level of Asia Pacific membership on the ICAO Council and ratification had been responded to by the Conference in the Action Item 57/61 and Action Item 57/62;

b)   the Regional Cooperation Mechanisms (RCM) Task Force is resuming its work (reference Action Item 57/60) to continue its current work program;

c)   the priority for the region should be the recovery of aviation in the current circumstances;

The Conference:

a)   encouraged Bangladesh and other States/Administrations to join the RCM Taskforce; and

b)   entrusted the RCM Taskforce as part of its work program to include examination of the feasibility of an APCAC and report on progress to the next DGCA Conference.

Responses on Action Item 57/63

Australia	Australia actively supports the work of the RCM TF in improving coordination and cooperation in the region and encourages other States/Administrations in the region to become active members of the Task Force. Australia welcomes those States/Administrations who have recently joined the Task Force - Bangladesh, Fiji, Nepal and Sri Lanka. The RCM TF will provide an update at DGCA 58 on its work, including a regional training cooperation framework and the outcomes of a needs survey covering States/Administrations in the region. RCM TF will also provide an update on its examination of the feasibility of an Asia Pacific Civil Aviation Commission, as agreed to at DGCA 57.
Bangladesh	Bangladesh is working actively as a Member of the Regional Cooperation Mechanisms (RCM) Task Force.
China	CAAC actively joined the RCM Taskforce, and work collaboratively with other participants to fulfill the tasks.
Hong Kong, China	Hong Kong, China supports the works of the RCM Taskforce, including the examination of the feasibility of an APCAC. Hong Kong, China is joining the RCM Taskforce. Since the 57th DGCA conference, two in-person RCM Taskforce meetings have been held in ICAO APAC Office and another one held on-line. A lot of works on enhancing regional cooperation as well as the establishment of APCAC have been taken onboard by the taskforce.
Macau, China	Noted.
Fiji	Fiji supports this action item.
India	Noted
Japan	a) Japan participates in the RCMTF. b) Noted

Nepal	(a)& (b)
	Nepal agreed and joined RCMTF.
The Philippines	The CAAP will consider to: a)join the RCM Taskforce; and b)entrust the RCM Taskforce as part of its work program to include examination of the feasibility of an APCAC and report on progress to the next DGCA Conference.
Republic of Korea	The Republic of Korea is participating in RCM TF.
Singapore	Noted.
Thailand	Noted Thailand is a member of the RCM Task Force and have been regularly attending the taskforce meetings since the resumption of its works. b) The feasibility study will be reported at the 58th DGCA Conference.

Action Item 57/64   The Conference adopted "Promoting ICAO Gender Equality Programme in conjunction with Next Generation of Aviation Professionals (NGAP) initiative" as the Theme Topic for the 58th DGCA Conference of the Asia and Pacific Regions to be held in 2023, hosted by Bangladesh and accordingly give emphasis to the theme topic in formulating discussion and information papers.

Responses on Action Item 57/64

Australia	Australia is committed to the ICAO objectives in promoting the participation of women in the global aviation sector and has several programs that directly contribute to addressing gender equality challenges in the aviation industry both domestically and through foreign aid programs, including leadership mentoring programs aimed at developing existing abilities and improving leadership capabilities under the foreign aid initiative of the Indonesia Transport Safety Assistance Package (ITSAP). Along with our counterparts in the APAC region, Australia has been facilitating discussions and initiatives to advance gender equality in the aviation industry including through a partnership with Indonesia outlined in a Discussion Paper for consideration by the 58th Conference. In 2019, Australia established a Women in the Aviation Industry Initiative. The initiative is working with industry to increase female representation across the aviation workforce; attract and retain more women into critical careers in aviation (e.g. engineering, airport operations and piloting); develop and provide resources and strategies to help women build careers in the industry and improve their economic security; and leverage the largely untapped pool of talented and skilled women and direct them to where they are needed within the industry.
Bangladesh	As a host State, Bangladesh proposed the Theme Topic for the 58th DGCA Conference of the Asia and Pacific Regions to be held in Dhaka, Bangladesh from 15 to 19 October 2023.

China	Well noted. China would like to thank Bangladesh for hosting such an important event which provides valuable opportunities for States/Administrations in the APAC Region to reach consenseus on promoting gender equality and NGAP.
Hong Kong, China	Hong Kong, China supports the recommended action item.
Macau, China	Noted.
Fiji	Fiji supports this action item.
India	Noted
Japan	Noted
Nepal	Nepal agreed on the theme topic.
The Philippines	The CAAP supports the adoption of "Promoting ICAO Gender Equality Programme in conjunction with Next Generation of Aviation Professionals (NGAP) initiative" as the Theme Topic for the 58th DGCA Conference of the Asia and Pacific Regions to be held in 2023, hosted by Bangladesh and accordingly give emphasis to the theme topic in formulating discussion and information papers.
Singapore	Noted.
Thailand	Noted on the theme topic and Thailand will submit discussion/information papers regarding gender equality.