AUSTRALIAN RESPONSE TO ACTION ITEMS ARISING FROM
THE 56th DGCA CONFERENCE

Action Item	Australian Response
Agenda Item 1 - Theme Topic "Harmonising efforts to meet the capacity constraints"	
Action Item 56/1 - DP/1a/1, DP/1a/8, & DP/8/3 The Conference: a) while recognising the benefits delivered by CAT missions in furtherance of ICAO's NCLB initiative, urged ICAO to conduct CAT missions and other similar assistance programmes on a regular basis; and b) urged States and Administrations to: i. develop and further strengthen regional and sub-regional cooperation in order to promote the highest degree of aviation safety and security; ii. consider to provide volunteer technical experts to ICAO's APAC CAT Mission programme and ICAO's IPAV programme; and iii. collaborate through providing financial contributions and in-kind technical assistance to neighbouring States/Administrations including membership of sub-regional cooperative arrangements to meet capacity constraints of the region.	Australia supports ICAO continuing to regularly conduct CAT Missions throughout the APAC Region and has provided technical support for several CAT Missions throughout the APAC Region, Australia participates in regional and sub-regional aviation safety and security groups as well as undertaking bilateral assistance to promote and strengthen safety and security relationships. Australia provides technical assistance and undertakes capacity building programmes across many sectors of the aviation industry with a number of APAC States and actively participate on sub-regional cooperative groups aimed at relieving capacity restraints. The Australian Government's Papua New Guinea (PNG) and Indonesian transport partnerships involve engagement on aviation and maritime safety, air navigation, accident investigation and transport meteorology delivered through the Australian Government's (funded) Indonesian Transport Safety Assistance Package (ITSAP) and the PNG transport sector program capacity and capability building programs, Australia is also an Associate Member of the Pacific Aviation Safety Office (PASO) and contributes donor funding to PASO.
Action Item 56/2 - DP/1a/2 The Conference urged States/Administrations to collaborate with industry partners in the implementation of ATM projects and harmonise efforts in the ANS focus areas of the Beijing Declaration.	As part of Australia's commitment to the implementation of the Asia Pacific Seamless Air Traffic Management (ATM) Plan Australia has commenced the transition from an Aeronautical Information Service (AIS) to Aeronautical Information Management (AIM) System, aligning to the digital environment. Included in this is an update of our charts to fully align with the ICAO requirements.

Action Item	Australian Response
	Australia continues to expand the use of performance-based navigation and ground-based augmentation. Required navigation standard instrument departures, standard arrival routes and instrument flight procedures have been developed and implemented. A SBAS trial is also being undertaken in cooperation with industry and New Zealand. A high level of civil/military cooperation exists within Australia with collocated approach units based in Perth and a joint civil/military air traffic management platform commencing deployment. A national airspace management office operational concept has also been agreed. The establishment of this office will facilitate the implementation of the ICAO flexible use airspace concept. Australia has enhanced and continues to expand its surveillance capability with the use of ADS-B to enable cost effective flexible service delivery. Coverage exists over the Australian continent above 30,000ft with 50+ sites in operation, a data sharing agreement is in place with Indonesia and the future of space-based ADS-B is being investigated. Air traffic flow management programs are in place and are utilised when expected demand exceeds capacity. Australia's Air Navigation Service Provider was actively working with industry on the implementation of Airport Collaborative Decision making prior to the COVID-19 pandemic, the business case was reconfirmed during this period and work has now recommenced with industry.
Action Item 56/3 - DP/1a/3 The Conference urged States/Administrations to: a) promote use of latest advanced technologies and enhance security infrastructure at airports; b) improve their training capabilities and consider training opportunities provided by other States, especially India; and c) ensure that a business case analysis is undertaken for new technologies and due emphasis is given to training and planning.	Australia continues to work with security regulated airports to progress with the implementation of enhanced screening technology including Body Scanner and Computed-Tomography X-ray technologies at screening points. The Australian Government continues to work closely with the aviation industry (airport and aircraft operators) to ensure that security personnel are appropriately trained and skilled to undertake their role. Business case analysis is used in Australia in the consideration of the introduction of new technologies, while training and planning is a key part of new technology implementation.

Action Item 56/4 - DP/1a/4 The Conference urged States/Administrations to explore the feasibility of improving and promoting targeted and precise oversight and benefit from experiences of China and other States which are willing to share their experiences.	Australia has targeted oversight measures with effective oversight carried out through a combination of enterprise self-inspection, an open and transparent no blame reporting culture and limited and considered enforcement measures where deemed appropriate. Self-inspection is further supported through effective Safety Management Systems across a wide range of enterprises, and targeted sampling based on a risk-based approach to the sector being inspected. Australia continues to develop its effective oversight program through expanded introduction of the Safety Management System and an increasing focus on risk-based creation of inspection plans. Australia will continue to share its experiences through appropriate ICAO forums and panels.
Action Item 56/5 - DP/1a/9 The Conference urged States/Administrations to: a) accelerate progress under the Beijing Declaration, provide customised assistance to the Pacific Island States, and work with ICAO on its technical assistance programme and capacity building activities for the region; b) work cooperatively to ensure that the Asia-Pacific's representation on the Council is not diminished; c) support the ratification of the amendments to Articles 50 (a) and 56 of the Chicago Convention to enlarge the Council and ANC; and d) make use of the 2019 ICAO Treaty Event to be held on24-25 September 2019 in the margins of the 40th Assembly Session, to deposit instruments of ratification or accession to these or any other treaty for which ICAO acts as Depositary.	Consistent with the Beijing Declaration, Australia closely cooperates with Pacific Island Developing States (PSIDS) providing assistance and working to find pragmatic solutions on aviation safety and security, air navigation and accident investigation matters. The Australian Government provided funding of $305 million for a COVID-19 Response Package over two years from 2020-21 to the Pacific and Timor-Leste to deliver temporary and targeted economic and fiscal assistance to address COVID-19 pandemic impacts. The package includes support for the re-establishment of safe, reliable, affordable and financially sustainable air connectivity in the region. Australia is a member of the 36 State ICAO Council and contributes to many ICAO Committees, panels, working and study groups across ICAO's five Strategic Priorities (safety, air navigation, security and facilitation, environmental protection and economic development). Australia continues to influence and strongly advocate for the APAC region's needs and priorities, particularly in relation to the development and implementation of ICAO SARPS and supporting documents. In relation to the Articles relevant to the enlargement of the Council, Australia notes that ratification will be required to go through the incoming Australian Government's domestic treaty process for consideration.

Action Item 56/6 - DP/1a/10 The Conference urged: a) APANPIRG to support the implementation of the sixth edition of the GANP; b) States to support the GANP by the development and maintenance of a national air navigation plan and its supporting documents to align with the GANP and regional air navigation plan; and c) APANPIRG and the ICAO Asia and Pacific Office & Regional Sub Office to facilitate and coordinate such activities to ensure regional harmonisation and alignment to the GANP.	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.
Agenda Item 3 – Aviation Safety	
Action Item 56/7 - DP/3/1 The Conference: a) agreed on the importance of prioritising the implementation of the GEUSR and AN-Conf/13 recommendations, being mindful of the implications for small states with significantly less resources, especially the States covered by the current Pacific Small Islands Developing States Study conducted by ICAO; b) agreed the enhancement of the USOAP-CMA process should provide a more proportionate and risk-based system; and c) noted the need for States and international organisations to provide support to ICAO to undertake this work in a timely manner.	Australia notes that these matters were addressed at the ICAO 40th Assembly (2019) through Resolution A40-13 arising out of the Assembly. Australia has also responded in mid-2021 to the ICAO survey (State Letter 2021-24 - Recommendations for the Ad Hoc USOAP CMA Advisory Group Survey) about exploring improvements to the sharing and usage of data, information and intelligence gathered and generated by ICAO, stakeholders, industry and other relevant sources in support of the USOAP CMA.

Action Item 56/8 - DP/3/2 The Conference urged States/Administrations to support the GASOS approach in principle and acknowledge that further work needs to be undertaken to determine the costs and benefits of GASOS for regions, States and the aviation industry, and what priority should be given by ICAO to potential GASOS implementation.	Australia notes these matters were also endorsed at the ICAO 40th Assembly (2019) through Resolutions A40-1, A40-6 and that the GASOS approach is being examined in relation to the Pacific Island States through the formation of a future (Pacific) Regional Aviation Organization.
Action Item 56/9 - DP/3/3 The Conference: a) encouraged States/Administrations to share best practices in equipping their safety inspectors for more effective safety management; b) requested ICAO and States/Administrations to develop more tools and guidance materials to build the new competencies of its safety inspectors and incorporate them in the training programmes and guidance material; and c) requested ICAO to incorporate these new competencies in training programmes and guidance materials.	Australia currently maintains a database of various aviation safety data sources for use by inspectors to provide an overall safety picture of an operator. The need to ensure data and other safety related information to the inspectorate in an easy to interpret format so as to maximise the time spent on surveillance activities is paramount. Australia has developed and maintains inspectorate training programmes utilising a competency-based training approach. Our Foundation training program delivers the core skills required by all inspectors such as communication, analytical thinking and regulatory knowledge, as well as an introduction to Safety Management Systems (SMS) to ensure that all inspectors have a baseline understanding of SMS. This training is supplemented by periodic recurrent SMS training to ensure that inspectors are kept up to date with the latest developments in SMS developments and assessment techniques.
Action Item 56/10 - DP/3/4 The Conference urged States/Administrations to: a) harness and optimise resources to develop safety data collection and analytic capabilities for the fulfilment of regional and global aviation safety priorities and objectives in relation to the GASP in collaboration with industry partners; and b) collaborate with industry partners on exchange of best practices in safety information sharing and analysis, and share methodologies for safety risk identification, analysis and mitigation to allow ease of safety information exchange and synergy in alignment and benchmarking of safety studies among different programmes.	Australia recognises the importance of an effective data collection and analytics capability to support the achievement of regional and global aviation safety priorities. Similarly important to the achievement of such priorities, is collaboration with industry partners who themselves possess data and insights to support the delivery of GASP priorities. This may be part of formal data sharing initiatives such as AP-Share or through other channels within or between regions. Australia works collaboratively with State and Industry partners to optimise sourcing and utilisation of all relevant aviation safety data sources and shares knowledge and methodologies in relation to analysis and information sharing at the Regional Aviation Safety Group and Asia Pacific Regional Aviation Safety forum.

Action Item 56/11 – DP/3/12 & DP/3/18 The Conference urged ICAO to examine the potential benefits, balanced against the associated costs of the development of provisions and guidance material for certification of air navigation services providers as a priority.	Australia's aviation framework provides for appropriate regulatory oversight of the air navigation service providers including standards for air traffic facilities, safety management and the provision of air traffic services.
Action Item 56/12 - DP/3/24 The Conference urged States/Administrations to note the various challenges posed by the commercial drone operations, consider learning from the experiences of States with more mature regulatory frameworks as well as engagement with ICAO and JARUS, and explore the utility of the SORA tool to facilitate regulatory development in UAS.	Australia has a mature regulatory framework in place for commercial remotely piloted aircraft systems (RPAS) operations and recently developed a draft roadmap for the future aviation safety regulation of RPAS and advanced air mobility (AAM) which considers Australia's longer-term approach to this regulation. Australia is a participating member of JARUS and has been using SORA for the assessment of RPAS operations since 2017.
Action Item 56/13 - DP/3/27 The Conference urged States/Administrations to request the Regional Aviation Safety Group – Asia Pacific Region (RASG-APAC) and supporting regional bodies to develop additional guidance on safety performance management for effective implementation of the SARPs.	Australia provides support on APAC regional safety performance monitoring activities through its leadership role in the production of regional safety reporting projects such as the production of the APAC Annual Safety Report and monitoring activities involving the Regional Aviation Safety Plan.
Agenda Item 4: Air Navigation	
Action Item 56/14 - DP/4/1 The Conference urged States/Administrations to: a) sensitise their relevant government entities to the regionally-agreed policies on civil-military cooperation in regard to ballistic launch and space re-entry activity, the inappropriate promulgation of airspace in another State's FIR and restrictive practices in international airspace unsupported by international Conventions;	Australia has effective civil-military cooperation and is aligned with regionally agreed policies in relation to airspace use, ballistic launch and space re-entry activity. Furthermore, Australia has national and local contingency plans in place that comply with the conventions in international airspace. The plans are currently being reviewed and the updates will be published on the Airservices Australia web site. Australia has submitted and had accepted PfA to validate the Brisbane and Melbourne FIR boundaries for inclusion in the RANP.

b) ensure proper compliance with and participation in established ATM contingency operations, taking into consideration the lessons learnt from the Pakistan airspace contingency, especially with regard to compliance with Conventions in international airspace and the State's obligations to facilitate traffic in such airspace, compliance with agreed plans, and the economic and environmental costs of not doing so; c) accelerate efforts to provide ICAO with the input considered necessary to validate the description of FIRs in the RANP; and d) engage in the Regional discussion and effort to accelerate progress of the Asia/Pacific Region to implement the Seamless ATM (ANS) Plan, including an emphasis on whole-of government planning using NANPs (which had been endorsed by the Ministers of Civil Aviation in the Beijing Declaration).	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.
Action Item 56/15 - DP/4/2 The Conference noted the implementation progress of ADS-B implementation in India and encouraged States / Administrations to share ADS-B data with neighbouring States to take full benefits of ADS-B.	Australia has worked closely with Indonesia and a data sharing agreement is in place and operational for five Australian and seven Indonesian ADS-B sites enabling both States to take full benefits of ADS-B. The benefit has also been reflected in the reduction in safety occurrences across the FIR boundary.
Action Item 56/16 - DP/4/3 The Conference: a) recognised the benefits of ANS performance measurement and the challenges in its implementation and noted that support to ICAO is necessary to develop a KPI framework guidance document for Air Navigation Services Providers (ANSPs); and b) encouraged Asia and Pacific States, APANPIRG and the aviation industry to use the 6th edition of the GANP together with the future guidance document in the implementation of performance management.	Australia notes the action item and supports a performance-based approach to Air Traffic Management operations and will use the latest update of the GANP and ICAO performance management guidance material in its development of national air navigation planning.

Action Item 56/17 - DP/4/22 The Conference noted that the Pacific Islands Forum established policies on the management of Pacific Upper Airspace and requested the concerned States to follow the norms established by ICAO in this regard.	Australia notes this matter was also considered by the Technical Commission at the ICAO 40th Assembly (2019) and the advice the Commission provided to ICAO member States.
Agenda Item 5: Aviation Security and Facilitation	
Action Item 56/18 - DP/5/1 The Conference urged States / Administrations to: a) implement all the Annex 9 Standards related to the ICAO TRIP Strategy; b) establish a National Air Transport Facilitation Programme (NATFP) and associated Committees in accordance with the relevant Annex 9 Standards; c) commit to invest in instituting robust civil registration systems to support issuance of reliable eMRTD; and d) endeavour to join the ICAO PKD as a means to authenticate travel documents in order to facilitate passengers clearance and neutralise the activities of cross-border criminality.	Australia continues to act in accordance with the Annex 9 Standards related to the ICAO TRIP Strategy, including by having longstanding API and PNR systems in place, integration with the INTERPOL Stolen and Lost Travel documents (SLTD) database, and compliance with travel document specifications. Australia has a National Air Transport Facilitation Programme in place (known as the National Passenger Facilitation Committee), with meetings held 2-3 times per year. Airline and airport bodies are invited to attend to discuss a range of matters with representatives from several Australian government departments. Australia issues electronic machine-readable travel documents and utilises the ICAO PKD.
Action Item 56/19 - DP/5/4, DP/5/7, DP/5/12, & DP/5/14 The Conference: a) encouraged States/Administrations to implement automated facilities for passenger processing, in reference to ICAO Annex 9 Recommended Practice 6.8 and Annex 17, as a means to increase efficiency of passenger facilitation at their airports; and b) encouraged States/Administrations to adopt ground operational efficiency standards, where necessary and	Australia continues to utilise Automated Border Control (ABC) systems. Known as SmartGates, the systems are used to authenticate travellers' electronic machine readable travel documents, establishes that the passenger is the rightful holder of the document or token, queries border control records, then determines eligibility for border crossing according to pre-defined rules. They are an alternative to manual border processing and facilitate traveller clearance within seconds. This approach covers relevant recommended practices (3.34.4, 3.34.5, 3.34.6) and Recommended Practice 6.8.

practicable, noting the pace and extent of such adoption should take into account each State's socio-economic and political environment, as well as each airport's unique operating context.	
Action Item 56/20 - DP/5/2, & DP/5/5 The Conference urged States/Administrations to: a) provide expertise and guidance to the ICAO on performance metrics to determine the effectiveness of capacity building activities in a timely manner; b) provide information to ICAO to support the task of mapping capacity-building resources, providers and activities; c) support ICAO in the development and delivery of aviation security training to the extent possible in line with the Global Aviation Security Training Policy endorsed by the 30th AVSEC Panel; d) actively respond to ICAO GASeP, continuously improve aviation security technology resources, promote technological innovation, and conduct exchanges and cooperation on best practices; and e) encourage Directors-General of Civil Aviation (DGCA) to attend the 3rd run of the DGCAs Programme on AVSEC on 21 – 22 Sep 2019 in Montreal, Canada.	Australia's International Transport Security Posted Officers in the region regularly engage and collaborate with their ICAO Regional Office in regards to the Cyber and Infrastructure Security Centre (CISC's) International Transport Security capacity building program. CISC's International Transport Security Capacity Building Program promotes collaboration, cooperation and exchange of best practices between Australia, Indonesia, Thailand, Philippines, East Timor, Malaysia, Vietnam and Sri Lanka. The program consists of activities, workshops, roundtables, forums and exercises to pursue our mutual objectives to improve knowledge, implementation and compliance with Annex 17 and Document 8973. • The program has also gifted technology, including ETD machines and training software to our Southeast Asian aviation security partners to assist in continuous aviation security improvement. • Recently ICAO RO, through Jakarta's capacity building program in Indonesia and Timor Leste, participated virtually in the Australia-Timor Leste National Quality Control Program project in Dili, Timor Leste. • Capacity building efforts are developed in line with ICAO GASeP objectives.

Action Item 56/21 - DP/5/6, & DP/5/8	
The Conference, noting the significance of cyber security, urged the States/Administrations to: a) promote the development of a cyber security culture across the aviation sector following the same model as safety and security culture including building dialogue, robust consultation, consensus, transparency and trust and effective communication and collaboration between all parties; b) encourage States and Industry to develop programmes to build an aviation cyber security workforce that can respond to the challenge both now and into the future as well as educate the current aviation workforce on cyber security challenges; and c) request ICAO to focus on the development of principle based guidance on aviation sector cyber-security to assist States with integrating aviation into national frameworks, and to provide guidance on the purpose and application of the trust framework.	Within the Australian Department of Home Affairs, the Cyber and Infrastructure Security Centre drives an all-hazards critical infrastructure regime in partnership with governments, industry and the broader community. The Centre actively assists Australian critical infrastructure owners and operators to understand the risk environment and meet their regulatory requirements. • Australia has worked with aviation security partners to raise awareness of aviation cyber security challenges, sponsoring participants to complete the ACI Cybersecurity for Airport Executives course and ACI Digital transformation course in February 2022 and sponsoring 16 participants to complete the IATA Cybersecurity course in August 2022. • Australia has delivered IATA Aviation Cyber Security Workshops in Thailand to enhance the Civil Aviation Authority of Thailand's (CAAT) and Airports of Thailand (AOT) security awareness of cyber-attacks, • Australia is currently collaborating with the US and the UK in the development of a Cyber Security Conference focussed on maritime and aviation security to be hosted by in Indonesia in 2022. The Conference will provide an opportunity to share information and experiences; discuss challenges and explore opportunities.
Agenda Item 6: Economic Development and Air Transport	
Action Item 56/22 - DP/6/1	
The Conference urged 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) provide statistics required by ICAO in a timely manner; d) use ICAO data, tools and analysis; and e) actively participate in the ICAO upcoming meetings.	Australia notes that the elements of Action Item 56/22 - DP/6/1 are appropriately incorporated in Resolution A40-9: Consolidated statement of continuing ICAO policies in the air transport field, agreed to the 40th Assembly in 2019. As a general principle Australia seeks to align its aviation regulatory arrangements with ICAO Standards and Recommended Practices, and major ICAO Policy and Planning documents. However, under some circumstances this is not practicable in which case Australia will lodge a formal Difference with ICAO on a particular standard. Australia also takes ICAO Policy into consideration when advising Government and deciding on appropriate national aviation policy settings in Australia.

Action Item 56/23 - DP/6/2 The Conference urged States/Administrations to: a) reaffirm the importance and relevance of ICAO's Policies on Taxation in the Field of International Air Transport (Doc 8632) as the only industry-agreed standard for air transport taxation; b) recognise the fundamental difference between user charges and taxes and urge national authorities to clearly distinguish the two concepts; c) acknowledge significant social and economic benefits associated with air transport and risks associated with reduced benefits due to poorly designed and/or excessive taxation; d) acknowledge the importance of a Cost Benefit Analysis to taxation as a recommended decision-making tool in designing air transport-related taxes; and e) cooperate closely with IATA and ACI and other industry groups under the coordination of ICAO, on issues related to air transport taxation and engage more in the dialogue with Treasury Departments/Ministries of Finance and taxation authorities.	See response to Action Item 56/22 - DP/6/1 above. As a general approach, significant changes to national policy settings for aviation would be required to be consulted with the aviation industry, before seeking Government agreement to their implementation. In Australia, the Treasury is responsible for assessing and advising on the general design of the tax system and its components. Stakeholder consultation would be a component of any proposal for significant change to taxation policy.
Action Item 56/24 - DP/6/3 The Conference encouraged States/Administrations to: a) ensure an airport master plan is developed for each airport, and reviewed periodically with participation from stakeholders in line with various guidance issued by ICAO from time to time; b) recognise the need to address the infrastructure capacity constraint issue urgently through operational efficiencies and new infrastructure when required;	The Australian (Commonwealth) Government regulates 21 leased federal airports on Commonwealth land. The leased federal airports were granted long-term leases to private entities between 1997 and 2003. A new Western Sydney International Nancy-Bird Walton Airport is also expected to commence operations in 2026. Leased federal airports are subject to a planning framework in the Australian *Airports Act 1996*. As part of the planning framework, airports are required to prepare a Master Plan (MP) that incorporates an Environment Strategy. The MP is a 20-year strategic vision for the airport site which is renewed every five years.

c) if privatisation is pursued, consider the balanced concessions framework proposed by IATA and follow the guidance issued by ICAO in this regard; and e) collaborate with airlines and key stakeholders.	The MP includes future land uses, types of permitted development, and noise and environmental impacts. The Environment Strategy sets out the airport's strategy to manage environmental issues within a 5-year period and beyond. It is the basis on which the Australian Government measures the environmental performance of airports and the document by which airport tenants will determine their environmental responsibilities. Leased federal airports are also required to develop a Major Development Plan (MDP) for major airport developments on the airport site. MPs and MDPs must undergo public and stakeholder consultations before being submitted to the responsible Australian Government Minister for approval.
Action Item 56/25 - DP/6/4 The Conference urged the States/Administrations to: a) recognise the benefits from ambitious multilateral air transport agreements that go beyond market access, including collaboration in capacity-building, aviation safety and doing business issues; b) request ICAO to continue the work relating to promoting the benefits from market liberalisation and potential building blocks and identifying barriers; c) to examine successful multilateral air transport agreements such as ASEAN Open Skies Agreements and Europe Common Aviation Area agreements to understand key lessons to develop processes and guidelines in achieving multi-lateral liberalisation; and d) to consider smaller scale multi-party liberalisation approach as a stepping stone to achieving a global international multilateral agreement on market access liberalisation aligned with ICAO's long-term vision on market liberalisation.	Australia has a liberal approach to air services agreements, allowing access to global international passenger airports and markets around the world, while facilitating the travel of international passengers to support our tourism sector and economy more broadly with capacity negotiated well ahead of demand. This has been achieved through bilateral negotiations with States, with detailed multilateral agreements proving more challenging.

Agenda Item 7: Aviation and Environment	
Action Item 56/26 - DP/7/1 The Conference: a) encouraged those States that have not yet developed or updated their States' Action Plans with quantified data to do so as soon as possible; b) invited States to voluntarily participate in the pilot phase of the CORSIA from 2021; c) urged States and aeroplane operators to progress necessary actions in 2019 and 2020 for the implementation of CORSIA; and d) invited States to implement CORSIA in a harmonized manner with every State making its contribution to the best of its ability.	Australia is currently undertaking the periodic review of its State Action Plan. Australia has volunteered for, and is currently implementing, the pilot phase of Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA).
Action Item 56/27 - DP/7/2, & DP/7/8 The Conference: a) reaffirms ICAO's continuous leadership on environment issues relating to international aviation emissions, and the Assembly's decision to implement a global market-based measure scheme in the form of CORSIA, determining it to be the market-based measure applying to CO2 emissions from international aviation; b) invited States to include environmental protection in their planning and implementation activities related to the improvement of the civil aviation system;	Australia has been a strong supporter of the CORSIA including providing assistance to several other Asia Pacific nations as part of the ACT-CORSIA initiative. Australia continues to actively consider environmental protection in the development of aviation policy and has participated in the work of the Committee on Aviation Environmental Protection and its working groups in the development of work regarding the Long Term Aspirational Goal for aviation. Australia notes the recommendation regarding accredited verification bodies to support CORSIA and has engaged across Australian Government agencies and industry regarding the availability of accredited verification bodies in the Asia Pacific.

c) encouraged States to participate in the ICAO ACT-CORSIA capacity building activities, including the CORSIA buddy partnerships, and request ICAO to align the technical assistance provided to States for a consistent CORSIA implementation; d) encouraged States to participate in the stocktaking and consider their involvement in the preparation of feasibility studies to evaluate the potential for the future development and deployment of SAF; e) requested ICAO to work with interested States and the International Accreditation Forum (IAF) to meet the demand for accredited verification bodies to support the CORSIA implementation including through the provision of CORSIA Verification courses; and f) recognised the importance of timely ICAO guidance on CORSIA eligible emissions units and CORSIA eligible fuels for emissions offsetting in CORSIA..	
Action Item 56/28 - DP/7/9 The Conference encouraged States/Administrations interested in including supplemental benefits within their State Action Plans to note that they can consider using the ACERT.	Australia is currently updating its State Action Plan and notes the recommendation regarding consideration of the ACERT.
Agenda Item 8: Technical and Regional Cooperation	
Action Item 56/29 - DP/8/1 While noting the progress made to complete the Pacific Small Islands Developing States Aviation Needs Analysis (PSIDS Study) by September 2019, the Conference: a) requested ICAO to provide an update to APAC DGCA/57 regarding the follow up on the study and eventual implementation of its recommendations; and	Australia notes the ICAO Council at its 218th Session (20 November 2019) endorsed the recommendations from the Pacific Small Island Developing States (PSIDS) study conducted by ICAO in 2019. Australia also notes the position of an ICAO Liaison Officer for PSIDS is currently being recruited by ICAO and is intended to become operational by the end of 2022 and that ICAO has reached out to seeking proposals to host the ICAO Liaison Officer for PSIDS.

b) without prejudicing the outcome of the Study, requested ICAO to consider apportioning sufficient funds to implement the recommendations and solutions from the PSIDS Study in the next triennium.	
Action Item 56/30 - DP/8/2 The Conference, while recognising the need to adopt learner-centred pedagogies to enhance competency training to equip NGAP to meet the aviation needs of the future, requested ICAO to develop guidelines to select technological training tools that support competency-based training, using learner-centred pedagogies, under the ICAO TRAINAIR PLUS Programme.	Australia notes this action item.
Action Item 56/31 - DP/8/11 The Conference encouraged States/Administrations to consider including APEX in Safety in their National Aviation Safety Plan as a tool to improve compliance for Safety Enhancement Initiative-2 (SEI-2) in the 2020 – 2022 edition of GASP.	Australia notes this action item.
Action Item 56/32 - DP/8/14 The Conference urged States/Administrations to: a) note the wide range of projects and trainings managed and implemented worldwide and in the APAC Region by the ICAO Technical Cooperation Bureau and the Global Aviation Training Office; b) work with ICAO TCB as a partner for implementation of their civil aviation projects as well as encourage other aviation stakeholders in this regard; c) encourage additional training organisations in the APAC Region to join TrainAir Plus Programme to benefit from its	Australia utilises ICAO courses for training of inspectorate staff, where the training is relevant to their role.

numerous training solutions and competency development activities; and d) utilise courses listed in the ICAO Course Catalogue.	

Agenda Item 9a: Beijing Declaration - Follow up and way forward	

Action Item 56/33 Recognising the Ministers' commitment to Human Resource Development effectively through the Beijing Declaration, the Conference urged: a) States/Administrations to: i. develop a remuneration level for inspectors, Scheme of Recruitments; ii. introduce Inspector Training System (ITS), Online training and Refresher Training; iii. redesign safety oversight functions (performance based and risk based); and iv. introduce innovative programmes to attract NGAP; and b) ICAO to develop guidance materials to this effect.	Australia welcomes ICAO developing guidance material for the benefit of States.
Action Item 56/34 Recognizing the Ministers' commitment to implement the Beijing Declaration, and noting the progress in implementing these commitments in the APAC Region, the Conference: a) encouraged the States/Administrations to:	Australia has met the Beijing Declaration target dates where these have identified actions to be undertaken by individual States. Australia notes that once the recovery of the aviation industry from the impacts of the global COVID-19 pandemic is significantly advanced, it would be appropriate to identify and agree the timing for a future Ministerial Conference.

i. continue their efforts to achieve the Beijing Declaration target dates; ii. apply political will to aviation safety regulation and oversight by linking to national priorities and plans supported by economic benefits; iii. develop policies and a National Aviation Safety Plan (NASP), including the implementation of a State Safety Programme (SSP), developed with and endorsed by high-level in Government; iv. establish an appropriately organized, funded and empowered civil aviation system, structured to effectively fulfil the tasks that it is expected to undertake; v. have specific action plans and perform continuous self-monitoring, using USOAP tools and supported by ICAO APAC Regional Office, COSCAPs and PASO; vi. use regional and sub-regional collaboration mechanisms and bilateral partnerships for sharing resources and the assistance required with implementation; vii. enhance States' collaboration, share lessons learned and successes; viii. ensure that correct and up-to-date statistics are reported timely to the Regional Office in the preparation for the next Ministerial Conference in 2020; and ix. pay close attention to the outcomes of the 40th Assembly and its impact on the Aviation Safety and Air Navigation Services; and b) requested ICAO to: i. conduct more regular validations under USOAP;	Australia notes that many of the Actions from the 56th DGCA and the Beijing Declaration are reflected in Resolutions adopted at the 40th ICAO Assembly held in 2019, particularly Resolution A40-9: Consolidated statement of continuing ICAO policies in the air transport field.

ii. conduct Combined Action Team (CAT) missions specific to SSP; and iii. revise the Beijing Ministerial Declaration Section 3 on AIG at the next opportunity based on the current applicable ICAO provisions and guidance to establish a permanent independent investigation authority in addition to regional/sub-regional accident investigation authority wherever possible, and with the addition of a target timeframe for implementation.	
Agenda Item 12a: Beijing Declaration – Other Business **a) Any Other Matters**	
Action Item 56/35 – DP/12a/1 The Conference urged: a) States/Administrations to: i. note the results from the survey, especially the challenges in effective implementation in all five key areas and the gaps in the existing support, as well as the diversity of needs across the region and that such, assistance and support would have to continue to be more targeted and customised; ii. endorse the governance approach outlined in this report, including use of the Terms of Reference (ToR) template for APAC regional groups to review existing and new ToR, and report the outcomes of these reviews to the DGCA Conference in 2020; iii. endorse the list of initiatives suggested to streamline the communication channels and to consider adopting templates for reports and records of outcomes for regional groups, and best practices for the management of State Letters as well as request ICAO to implement the suggested initiatives; and	Australia notes that the Regional Cooperation Mechanisms Task Force (RCM TF) provided an update at the 56th DGCA meeting in August 2019, This work represents useful information that still can be used by Asia-Pacific States. Australia also notes at the 40th ICAO Assembly (2019), a number of States (including Australia) drew attention to the necessity to devote appropriate resources to the ICAO APAC Regional Office, in light of the specific characteristics of the Pacific Small Island Developing States (PSIDS).

iv. consider the identified support mechanisms for technical assistance and the enhanced roles of other International Organizations and industry partners to complement ICAO APAC RO efforts; v. consider the survey findings in the development of future plans for technical assistance; and b) ICAO APAC RO to enhance support for technical assistance as well as monitor and coordinate work of Workgroups/Taskforce for the region.	
Action Item 56/36 – DP/12b/1 The Conference adopted "Promoting ICAO Gender Equality Programme in conjunction with Next Generation of Aviation Professionals (NGAP) initiative" as the Theme Topic for the 57th DGCA Conference of the Asia and Pacific Regions to be held from 22 – 26 November 2020, hosted by Bangladesh and accordingly give emphasis to the theme topic in formulating discussion and information papers.	Australia notes this theme remains an important initiative for the Asia-Pacific region.