

## Bangladesh's response to the Action Items from the 56<sup>th</sup> DGCA Conference

Discussion Paper	Action Item	Description	Action by Bangladesh
Action Item DP/1a/1 DP/1a/8 DP/8/3	Action Item 56/1	<p>The Conference:</p> <p>a) while recognizing 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</p> <p>b) urged States and Administrations to:</p> <p>i. develop and further strengthen regional and sub-regional cooperation in order to promote the highest degree of aviation safety and security;</p> <p>ii. consider to provide volunteer technical experts to ICAO's APAC CAT Mission programme and ICAO's IPAV programme; and</p> <p>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.</p> <p>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.</p>	<p>a) Noted the information</p> <p>b) Bangladesh has developed and strengthened the regional and sub-regional cooperation to promote the highest degree of aviation safety and security by</p> <p>i) Providing volunteer technical experts to ICAO's APAC CAT Mission programme and ICAO's IPAV Mission programme</p> <p>ii) Bangladesh has collaborated through the provision of in-kind contribution to the APAC Regional Office in developing a state-of-the-art safety monitoring tool, that would identify the safety deficiencies in the states regionally and globally too;</p> <p>iii) Bangladesh has developed a search engine for the COSCAP-SA to locate suitably experienced and appropriately qualified experts to meet the capacity constraints in the States that could be used globally if requested so</p>
DP/1a/2	Action Item 56/2	The Conference urged States/Administrations to collaborate with industry partners in the implementation	Bangladesh is collaborating with the industry partners in the implementation of ATM projects such as the 3 <sup>rd</sup>

		of ATM projects and harmonize efforts in the ANS focus areas of the Beijing Declaration.	terminal project and the construction of the new Control Tower, replacing the old Control Tower, a new Radar with Mode S capability, ADS B, Multilateration,, etc;  Bangladesh is committed to implementing the Beijing Declaration and the State has taken an elaborate plan for its effective implementation.
DP/1a/3	Action Item 56/3	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.	Bangladesh has installed  a) Advanced EDS at the Export Cargo Area, and Advanced Passenger Screening at the departure area, thus enhancing the security infrastructures at HSIA and other airports;  b) Training is a continuous process, and all-out efforts are ongoing to utilize the training of personnel by giving due emphasis;  c) A business case study has not yet been done but it is in the process
DP/1a/4	Action Item 56/4	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.	Bangladesh is always open to exploring the feasibility of improving and promoting targeted and precise oversight and benefits from experiences of any State willing to offer such assistance.
DP/1a/9 DP/12a/2	Action Item 56/5	The Conference urged States/Administrations to:  a) accelerate progress under the Beijing Declaration, provide customized 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;	a) Bangladesh is ready to work with ICAO on its technical assistance programme and capacity building activities for the region.  b) Bangladesh is proactively and cooperatively working to ensure that the Asia-Pacific's representation in the Council. In a new development, Bangladesh is presenting its candidature to the ICAO Council in part III during the ICAO Assembly in 2022.

		<p>c) support the ratification of the amendments to Articles 50 (a) and 56 of the Chicago Convention to enlarge the Council and ANC; and</p> <p>d) make use of the 2019 ICAO Treaty Event to be held on 24- 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 Depository.</p>	<p>c) Bangladesh supports the ratification of the amendments to Articles 50 (a) and 56 of the Chicago Convention to enlarge the Council and ANC.</p> <p>d) As a standard procedure Bangladesh participated in the 2019 ICAO Treaty Event in the margins of the 40th Assembly Session, to discuss instruments of ratification or accession to these or any other treaty for which ICAO acts as Depository.</p>
DP/1a/10	Action Item 56/6	<p>The Conference urged:</p> <p>a) APANPIRG to support the implementation of the sixth edition of the GANP;</p> <p>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</p> <p>c) APANPIRG and the ICAO Asia and Pacific Office &amp; Regional Sub Office to facilitate and coordinate such activities to ensure regional harmonization and alignment to the GANP.</p>	<p>a) Noted.</p> <p>b) Bangladesh has not yet finished the development of the national air navigation plan (NANP) and when finished will definitely align its supporting documents with GANP and regional air navigation plan.</p> <p>c) Noted.</p>
DP/3/1	Action Item 56/7	<p>The Conference:</p> <p>a) agreed on the importance of prioritizing 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;</p> <p>b) agreed the enhancement of the USOAP-CMA process should provide a more proportionate and risk-based system; and</p>	<p>a) Noted the information</p> <p>b) Noted the information</p> <p>c) Bangladesh is committed to supporting ICAO undertake its work in a timely manner for the enhancement of the USOAP-CMA process in providing a more proportionate and risk-based system.</p>

		c) noted the need for States and international organizations to provide support to ICAO to undertake this work in a timely manner.	
DP/3/2	Action Item 56/8	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 as well as legal implications of GASOS for regions, States and the aviation industry, and what priority should be given by ICAO to potential GASOS implementation.	<p>Bangladesh is considering supporting the GASOS approach in principle and acknowledges that further work needs to be undertaken to determine the costs and benefits as well as legal implications of GASOS for regions, States and the aviation industry.</p> <p>Bangladesh will advise on the priority to be given by ICAO for GASOS implementation within a short time.</p>
DP/3/3	Action Item 56/9	<p>The Conference:</p> <p>a) encouraged States/Administrations to share best practices in equipping their safety inspectors for more effective safety management;</p> <p>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</p> <p>c) requested ICAO to incorporate these new competencies in training programmes and guidance materials.</p>	<p>a) Bangladesh is always ready to share its best practices with other States/Administrations when so requested in equipping their safety inspectors for more effective safety management.</p> <p>b) When so developed, Bangladesh will share with ICAO its tools and guidance materials to build new competencies for its safety inspectors.</p> <p>c) Noted.</p>
DP/3/4	Action Item 56/10	<p>The Conference urged States/Administrations to:</p> <p>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</p> <p>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</p>	<p>a) Bangladesh is in the process of developing a database for collecting safety data and its analysis as a part of its State Safety Programme (SSP) in a proactive manner so that regional and global aviation safety priorities and objectives in relation to the GASP in collaboration with industry partners.</p> <p>b) Bangladesh as a State policy always collaborates with industry partners on an exchange of best practices in safety information sharing and analysis so that safety risk identification, analysis and mitigation are possible and</p>

		and synergy in alignment and benchmarking of safety studies among different programmes.	these could be aligned for benchmarking of safety studies among different programmes.
DP/3/12 DP/3/18	Action Item 56/11	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.	Noted. No action for the States
DP/3/24	Action Item 56/12	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.	Noted the various challenges posed by commercial drone operations.  Bangladesh is actively collaborating with JARUS, and utilized its experience in the development of a State Regulatory framework.
DP/3/27	Action Item 56/13	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.	Bangladesh participates in the Regional Aviation Safety Group – Asia Pacific Region (RASG- APAC) meetings and conferences and utilizes the information so gathered in the development of additional guidance on safety performance management for effective implementation of the SARPs.
DP/4/1	Action Item 56/14	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;  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	a) Bangladesh enjoys an excellent relationship with its military authorities and always shares the regional agreed policies on civil-military cooperation in regard to ballistic launch and space re-entry activity. To extend due regard to the international Conventions and to meet the requirement of Annex 11 a standard operating procedure (SOP) has been promulgated to implement the coordination procedure for de-activation or suspension of activities of the Danger areas over high seas of the Bay of Bengal. Concerned military areas in the stipulated areas of the Bay of Bengal are established since long back and Bangladesh had been utilizing these areas to uphold national interest. The SOP had been agreed upon and promulgated for the effective

		<p>with agreed plans, and the economic and environmental costs of not doing so;</p> <p>c) accelerate efforts to provide ICAO with the input considered necessary to validate the description of FIRs in the RANP; and</p> <p>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).</p>	<p>utilization of the areas and smooth implementation of Air Traffic Management in the airspace concerned also it has been found to work effectively without any difficulties. The continuous effective coordination between the ATC Units of concerned States will ensure the provision of Air Traffic Services without any hindrance.</p> <p>b) Bangladesh always respects the conventions in international airspace, endeavors the compliance with and ensures participation in established ATM contingency operations.</p> <p>c) Bangladesh is in the process to validate the accurate description of the Dhaka FIR. According to the guidance from the ICAO APAC office Bangladesh has initiated the action to accelerate this issue with neighboring countries through the diplomatic channel. In this context, Bangladesh has already received positive consent from India regarding the FIR issue and waiting for a response from Myanmar. After greeting the consent from Myanmar Bangladesh will provide the necessary input to ICAO for the validation of the FIR description in RNAP.</p> <p>d) Bangladesh actively participates in the regional discussions to accelerate the progress of the Asia/Pacific Region to implement the seamless ATM (ANS) Plan. The NANP for Bangladesh is in the final stage which will portray the Government in the line with the Beijing Declaration.</p>
DP/4/2	Action Item 56/15	The Conference noted the implementation progress of ADS-B implementation in India and encouraged States / Administrations to share ADS-B data with neighboring States to take full benefits of ADS-B.	Bangladesh is in the process of installing ADS-B within Dhaka FIR. After the completion of ADS-B installation and successful implementation, sharing of ADS-B data may be considered.

DP/4/3	Action Item 56/16	<p>The Conference:</p> <p>a) recognized 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</p> <p>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.</p>	<p>a) Bangladesh recognizes that ICAO needs support to develop a KPI framework guidance document for Air Navigation Services Providers (ANSPs).</p> <p>b) Noted the information to use in the 6th edition of the GANP together with the future guidance document in the implementation of performance management should be used.</p>
DP/4/4	Action Item 56/17	<p>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.</p>	<p>Noted the information.</p>
DP/5/1	Action Item 56/18	<p>The Conference urged States / Administrations to:</p> <p>a) implement all the Annex 9 Standards related to the ICAO TRIP Strategy;</p> <p>b) establish a National Air Transport Facilitation Programme (NATFP) and associated Committees in accordance with the relevant Annex 9 Standards;</p> <p>c) commit to invest in instituting robust civil registration systems to support issuance of reliable eMRTD; and</p> <p>d) endeavour to join the ICAO PKD as a means to authenticate travel documents in order to facilitate passengers clearance and neutralize the activities of cross-border criminality.</p>	<p>a) Bangladesh is in the process of implementing all the Annex 9 Standards related to the ICAO TRIP Strategy in accordance with the ICAO Traveller Identification Programme (TRIP) Implementation Roadmap for Member States published in 2017.</p> <p>b) The National Air Transport Facilitation Committee (NATFC) had been formed in 2015. Airport Facilitation Committees (AFCs) at three international airports had been formed and functioning since 2017. The National Air Transport Facilitation Programme (NATFP) had been established in 2018.</p> <p>c) Implementing Civil Registration and Vital Statistics (CRVS) has been given special importance in Bangladesh. In this regard, a dedicated CRVS Secretariat has been established within the cabinet division of the Bangladesh Government.</p>

			d) Bangladesh has joined the ICAO PKD and awaiting the key ceremony.
DP/5/4 DP/5/7 DP/5/14	Action Item 56/19	<p>The Conference:</p> <p>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</p> <p>b) encouraged States/Administrations to adopt ground operational efficiency standards, where necessary and 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.</p>	<p>a) Bangladesh has introduced Automated Border Control System at Hazrat Shahjalal International Airport, Dhaka. Bangladesh has also started issuing e-Passports in accordance with the ICAO MRTD guidelines.</p> <p>b) Bangladesh is in the process of implementing the Advance Passenger Processing System encompassing Advance Passenger Information (API), interactive API, Passenger Name Record and eTA.</p> <p>Considering the growth of the aviation industry in Bangladesh, the government of the People's Republic of Bangladesh expanding its major airports including 3<sup>rd</sup> terminal of the Hazrat Shahjalal International Airport. The necessary and practicable ground operational efficiencies in terms of air traffic management, ground handling, terminal operations, and aviation and facilitation shall be standardized and optimized.</p>
DP/5/2 DP/5/5 DP/5/12	Action Item 56/20	<p>The Conference urged States/Administrations to:</p> <p>a) provide expertise and guidance to the ICAO on performance metrics to determine the effectiveness of capacity building activities in a timely manner;</p> <p>b) provide information to ICAO to support the task of mapping capacity-building resources, providers and activities;</p> <p>c) support ICAO in the development and delivery of aviation security training to the extent possible in line with</p>	<p>a) Bangladesh has been providing Short-Term Expert (STE) to ICAO USAP-CMA activity since 2015. Bangladesh will continue and extend its support in the future.</p> <p>b) Bangladesh has also a couple of ICAO Certified Aviation Security Instructors certified in 2019 to be available to support ICAO Aviation Security Training and capacity-building efforts.</p> <p>c) Bangladesh agrees to support ICAO in the development and delivery of aviation security training to the extent</p>



		<p>the Global Aviation Security Training Policy endorsed by the 30th AVSEC Panel;</p> <p>d) actively respond to ICAO GAsEP, continuously improve aviation security technology resources, promote technological innovation, and conduct exchanges and cooperation on best practices; and</p> <p>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.</p>	<p>possible in line with the Global Aviation Security Training Policy endorsed by the 30th AVSEC Panel.</p> <p>d) Bangladesh exceeded the GAsEP aspirational goal of Effective Implementation (EI) of 2020, which was demonstrated through the ICAO Aviation Security Audit in 2018.</p> <p>e) Not applicable.</p>
DP/5/6 DP/5/8	Action Item 56/21	<p>The Conference, noting the significance of cyber security, urged the States/Administrations to:</p> <p>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;</p> <p>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</p> <p>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.</p>	<p>a) The government of the People’s Republic of Bangladesh adopted a cyber-security declaration in 2017 asking all organizations including the CAAB to develop actionable cyber security road maps to be approved and monitored by the top management. Accordingly, CAAB is in the process of establishing an Aviation Cyber Security Strategy and Action Plan for Bangladesh in accordance with the ICAO Cyber Security Strategy and Action Plan.</p> <p>b) Noted the requirement to develop programs 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</p> <p>c) Noted the information</p>

DP/6/1	Action Item 56/22	<p>The Conference urged States/Administrations to:</p> <p>a) support ICAO's work for Economic Development of Air Transport;</p> <p>b) apply and follow ICAO's policies and guidance in the air transport field in their regulatory practices;</p> <p>c) provide statistics required by ICAO in a timely manner;</p> <p>d) use ICAO data, tools and analysis; and</p> <p>e) actively participate in the ICAO upcoming meetings</p>	<p>Bangladesh as a State Policy is committed to</p> <p>a) support ICAO's work for Economic Development of Air Transport.</p> <p>b) apply and follow ICAO's policies and guidance in the air transport field in their regulatory practices;</p> <p>c) provide statistics required by ICAO in a timely manner.</p> <p>d) use ICAO data, tools and analysis; and</p> <p>e) actively participate in the ICAO upcoming meetings.</p>
DP/6/2	Action Item 56/23	<p>The Conference urged States/Administrations to:</p> <p>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;</p> <p>b) recognize the fundamental difference between user charges and taxes and urge national authorities to clearly distinguish the two concepts;</p> <p>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;</p> <p>d) acknowledge the importance of a Cost Benefit Analysis to taxation as a recommended decision-making tool in designing air transport-related taxes; and</p>	<p>a) Bangladesh reaffirms 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;</p> <p>b) Bangladesh recognizes the fundamental difference between user charges and taxes and shall endeavour to clear the two concepts.</p> <p>c) Bangladesh acknowledges the significant social and economic benefits associated with air transport and risks associated with reduced benefits due to poorly designed and/or excessive taxation;</p> <p>d) Bangladesh duly acknowledges the importance of a Cost-Benefit Analysis to taxation as a recommended decision-making tool in designing air transport-related taxes; and</p>

		<p>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.</p>	<p>e) Bangladesh cooperates closely with IATA and ACI on issues related to air transport taxation and shall engage more in dialogues with the Ministries of Finance and taxation authorities.</p>
DP/6/3	Action Item 56/24	<p>The Conference encouraged States/Administrations to:</p> <p>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;</p> <p>b) recognize the need to address the infrastructure capacity constraint issue urgently through operational efficiencies and new infrastructure when required;</p> <p>c) if privatization is pursued, consider the balanced concessions framework proposed by IATA and follow the guidance issued by ICAO in this regard; and</p> <p>e) collaborate with airlines and key stakeholders.</p>	<p>a) Master Plan for each of the airports in Bangladesh has already been made and will be reviewed periodically with the stakeholders taking into consideration the guidelines from ICAO;</p> <p>b) Bangladesh recognizes the need to address the infrastructure capacity constraints through operational efficiencies.</p> <p>c) Bangladesh has a plan to implement the privatization concept in its main airport, Hazrat Shahjalal International Airport (HSIA) to increase efficiency, and revenue and to provide customer services to the consumers. A new terminal with double capacity is under construction. The final decision will be taken after the detailed feasibility study.</p> <p>e) Airport authority always considers collaboration with airlines and key stakeholders.</p>
DP/6/4	Action Item 56/25	<p>The Conference urged the States/Administrations to:</p> <p>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;</p>	<p>a) Bangladesh attaches due importance to the benefits from ambitious multilateral air transport agreements that go beyond market access, including collaboration in capacity-building, aviation safety and doing business issues.</p> <p>b) Noted.</p>

		<p>b) request ICAO to continue the work relating to promoting the benefits from market liberalisation and potential building blocks and identifying barriers;</p> <p>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</p> <p>d) to consider smaller scale multi-party liberalisation approach as a steppingstone to achieving a global international multilateral agreement on market access liberalisation aligned with ICAO's long-term vision on market liberalisation.</p>	<p>c) Bangladesh has already made open sky agreements on a limited scale. Necessary policy and guidelines for OpenSky and liberalization are under development;</p> <p>d) Bangladesh will endeavour to achieve a global international multilateral agreement on market access liberalization aligned with ICAO's long-term vision on market liberalization.</p>
DP/7/1	Action Item 56/26	<p>The Conference:</p> <p>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;</p> <p>b) invited States to voluntarily participate in the pilot phase of the CORSIA from 2021;</p> <p>c) urged States with their aeroplane operators to progress necessary actions in MRV in 2019 and 2020 for the implementation of CORSIA; and</p> <p>d) invited States to implement CORSIA in a harmonized manner with every State making its contribution to the best of its ability.</p>	<p>a) Bangladesh has noted the importance of developing Action Plans with quantified data;</p> <p>b) Bangladesh is examining the benefits of voluntary participation in the pilot phase of the CORSIA;</p> <p>c) The airlines of Bangladesh (attributed to the CORSIA) is implementing the MRV as part of the implementation of CORSIA since 2020. Reporting of Emission to the ICAO is under process;</p> <p>d) Bangladesh is committed to implementing CORSIA in a harmonized manner and providing contributions to the best of the State's ability.</p>
DP/7/2 DP/7/8	Action Item 56/27	<p>The Conference:</p> <p>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</p>	<p>a) Bangladesh duly recognizes ICAO's continuous leadership on environment issues and the Assembly's decision to implement a global market-based measure scheme in the form of CORSIA;</p>

		<p>measure scheme in the form of CORSIA, determining it to be the market-based measure applying to CO2 emissions from international aviation;</p> <p>b) invited States to include environmental protection in their planning and implementation activities related to the improvement of the civil aviation system;</p> <p>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;</p> <p>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;</p> <p>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</p> <p>f) recognized the importance of timely ICAO guidance on CORSIA eligible emissions units and CORSIA eligible fuels for emissions offsetting in CORSIA.</p>	<p>b) Bangladesh will include environmental protection in the State's planning and implementation activities related to the improvement of the civil aviation system;</p> <p>c) Bangladesh has already participated in the ICAO ACT-CORSIA capacity-building activities, including the CORSIA buddy partnership with Japan.</p> <p>d) Bangladesh will endeavour to prepare feasibility studies to evaluate the potential for the future development and deployment of SAF;</p> <p>e) Noted the request made to ICAO;</p> <p>f) Noted the importance of timely ICAO guidance on CORSIA eligible emissions units and CORSIA eligible fuels for emissions offsetting in CORSIA.</p>
DP/7/9	Action Item 56/28	The Conference encouraged States/Administrations interested in including supplemental benefits within their State Action Plans to note that they can consider using the ACERT.	Bangladesh noted the importance of including the ACERT within the State Action.

DP/8/1	Action Item 56/29	<p>While noting the progress made to complete the Pacific Small Islands Developing States Aviation Needs Analysis (PSIDS Study) by September 2019, the Conference:</p> <p>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</p> <p>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.</p>	<p>a) Noted the request made to ICAO regarding the follow-up on the DGCA/57 and eventual implementation of its recommendations;</p> <p>b) Noted the request made to ICAO to consider apportioning sufficient funds to implement the recommendations and solutions from the PSIDS Study in the next triennium</p>
DP/8/2	Action Item 56/30	<p>The Conference, while recognizing the need to adopt learner-centered 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-centered pedagogies, under the ICAO TRAINAIR PLUS Programme.</p>	<p>Bangladesh has noted the request made to ICAO to develop guidelines to select technological training tools under the ICAO TRAINAIR PLUS Programme;</p> <p>Moreover, Bangladesh is already an associated member of the ICAO TRAINAIR PLUS Programme and the process is on to become a full Member (Silver).</p>
DP/8/11	Action Item 56/31	<p>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.</p>	<p>Bangladesh has developed the National Aviation Safety Plan which includes APEX in the Plan as a tool to improve compliance for Safety Enhancement Initiative-2 (SEI-2) in the 2020 – 2022 edition of GASP.</p>
DP/8/14	Action Item 56/32	<p>The Conference urged States/Administrations to:</p> <p>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;</p> <p>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;</p> <p>c) encourage additional training organizations in the APAC Region to join TrainAir Plus Programme to benefit from its</p>	<p>a) Bangladesh has noted 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;</p> <p>b) Bangladesh is working with the ICAO TCB as a partner for the implementation of our civil aviation projects;</p> <p>c) Bangladesh has noted the request made to join additional training organizations in the APAC Region to join Trainair Plus;</p>

		<p>numerous training solutions and competency development activities; and</p> <p>d) utilize courses listed in the ICAO Course Catalogue.</p>	<p>d) Bangladesh as a policy of utilizing courses listed in the ICAO Course Catalogue.</p>
	Action Item 56/33	<p>Recognizing the Ministers' commitment to Human Resource Development effectively through the Beijing Declaration, the Conference urged:</p> <p>a) States/Administrations to:</p> <p>i. develop a remuneration level for inspectors, Scheme of Recruitments;</p> <p>ii. introduce Inspector Training System (ITS), Online training and Refresher Training;</p> <p>iii. redesign safety oversight functions (performance-based and risk-based); and</p> <p>iv. introduce innovative programmes to attract NGAP; and</p> <p>b) ICAO to develop guidance materials to this effect.</p>	<p>As a recognition of the Ministers' commitment made in the Beijing Declaration</p> <p>a) i) Bangladesh has not developed a remuneration level for inspectors for a scheme of recruitment;</p> <p>ii. Bangladesh has not yet introduced an Inspector Training System (ITS). However, inspectors are undergone Online training and Refresher Training;</p> <p>iii. Bangladesh is redesigning its safety oversight functions (performance-based and risk-based);</p> <p>iv. Bangladesh will endeavour to introduce innovative programmes to attract NGAP; and</p> <p>b) Noted the request made to ICAO in the development of guidance materials to this effect.</p>
	Action Item 56/34	<p>Recognizing the Ministers' commitment to implement the Beijing Declaration, and noting the progress in implementing these commitments in the APAC Region, the Conference:</p> <p>a) encouraged the States/Administrations to:</p> <p>i. continue their efforts to achieve the Beijing Declaration target dates;</p> <p>ii. apply political will to aviation safety regulation and oversight by linking to national priorities and plans supported by economic benefits;</p>	<p>a)</p> <p>i. Bangladesh is working hard to achieve the Beijing Declaration target dates;</p> <p>ii. Bangladesh enjoys continuous support from the Government and hence will be able to link up the CAAB efforts in the national priorities for aviation safety regulation and oversight;</p> <p>iii. Bangladesh has developed a National Aviation Safety Plan (NASP), including the implementation of a State Safety Programme;</p>

		<p>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;</p> <p>iv. establish an appropriately organized, funded and empowered civil aviation system, structured to effectively fulfil the tasks that it is expected to undertake;</p> <p>v. have specific action plans and perform continuous self-monitoring, using USOAP tools and supported by ICAO APAC Regional Office, COSCAPs and PASO;</p> <p>vi. use regional and sub-regional collaboration mechanisms and bilateral partnerships for sharing resources and the assistance required with implementation;</p> <p>vii. enhance States' collaboration, share lessons learned and successes;</p> <p>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</p> <p>ix. pay close attention to the outcomes of the 40th Assembly and its impact on the Aviation Safety and Air Navigation Services; and</p>	<p>iv. Bangladesh has already established an appropriately organized, funded and empowered civil aviation system, structured to effectively fulfil the tasks that it is expected to undertake;</p> <p>v) Bangladesh is continuously making self-monitoring, using USOAP tools and supported by ICAO APAC Regional Office and COSCAPs ;</p> <p>vi. Bangladesh is willing to use regional and sub-regional collaboration mechanisms and bilateral partnerships for sharing resources and the assistance required with implementation;</p> <p>vii. Bangladesh supports the idea to enhance States' collaboration, shares lessons learned and successes;</p> <p>viii) Bangladesh is responsible for ensuring that correct and up-to-date statistics are reported timely to the Regional Office;</p> <p>ix. Bangladesh paid close attention to the outcomes of the 40th Assembly and its impact on the Aviation Safety and Air Navigation Services;</p> <p>b) Noted the request made to ICAO regarding conducting more regular validations under USOAP, conducting Combined Action Team (CAT) missions specific to SSP; and revising the Beijing Ministerial Declaration Section 3 on AIG,</p> <p>Bangladesh has already established a permanent independent investigation committee at the next opportunity based on the current applicable ICAO provisions and guidance to establish a permanent</p>
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			independent accident investigation authority, and with the addition of a target timeframe for implementation.
DP/12a/1	Action Item 56/35	<p>The Conference urged:</p> <p>a) States/Administrations to:</p> <p>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;</p> <p>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;</p> <p>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</p> <p>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;</p> <p>v. consider the survey findings in the development of future plans for technical assistance; and</p>	<p>a)</p> <p>i. Bangladesh recognizes 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;</p> <p>ii. Bangladesh endorses the Terms of Reference (ToR) template for APAC regional groups to review existing and new ToR,</p> <p>iii. Bangladesh endorses 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</p> <p>iv. Bangladesh recognizes the support mechanisms for technical assistance and the enhanced roles of other International Organizations and industry partners to complement ICAO APAC RO efforts;</p> <p>v. Bangladesh will consider the survey findings in the development of future plans for technical assistance; and</p> <p>b) Noted the request made to ICAO APAC RO to enhance support for technical assistance as well as monitor and coordinate work of Workgroups/Taskforce for the region.</p>

		b) ICAO APAC RO to enhance support for technical assistance as well as monitor and coordinate work of Workgroups/Taskforce for the region.	
DP/12b/1	Action Item 56/36	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.	Bangladesh proposes the same theme topic for the next 58DGCA 2023.