DiscussionPaper No.	Action Item	Description	Responses
DP/1a/1DP/1a/8DP/8/3	Action Item56/1	The Conference: 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	Well noted.
		a) urged <mark>States and Administrations</mark> to: i. develop and further strengthen regional and sub-regional cooperation in order to promote the highest degree of aviation safety and security;	CAAC has actively participated in regional and sub-regional meetings to communicate and share information on aviation safety and security, including participating in safety and security related meetings, sharing information on national aviation safety plan, sharing experience in USOAP audit.
		ii. consider to provide volunteer technical experts to ICAO's APAC CAT Mission programme and ICAO's IPAV programme; and	Well noted.
		iii. collaborate through providing financial contributions and in-kind technical assistance to neighboring States/Administrations including membership of sub-regional cooperative arrangements to meet capacity constraints of the region.	CAAC has provided financial contributions of different types to ICAO, such as funding for RSO and COSCAP-NA. We have also provided funding to facilitate healthy and stable development of aviation cooperation mechanism such as China-ASEAN Civil Aviation Cooperation Forum, and providing training for professionals such asLancang-Mekong Aviation Cooperation (LMC) Aviation Training Course.

DP/1a/2	Action Item56 /2	The Conference urged <mark>States/Administrations</mark> to collaborate with industry partners in the implementation of ATM projects and harmonize efforts in the ANS focus areas of the Beijing Declaration.	CAAC has been working with Thales, Selex, Airbus, Boeing, Huawei, CETC and other domestic and foreign industry partners to promote the Performance Based Navigation (PBN) implementation, ground/ground telecommunication infrastructure to support Air Navigation Services (ANS) applications and enhanced surveillance capability including Automatic Dependent Surveillance-Broadcast (ADS-B) technology in the Beijing Declaration on air navigation services.
DP/1a/3	Action Item56 /3	The Conference <mark>urged States/Administrations</mark> to: a) promote use of latest advanced technologies and enhance security infrastructure at airports;	In September 2021, the pilot project of applying CT technology to security check was launched in Shenzhen Airport, largely enhancing the efficiency of security check.
		b) improve their training capabilities and consider trainingopportunities provided by other States, especially India; and	CAAC has enhanced training for key personnel, organized training sessions for security inspectors and personnel. In particular, a security training session in Kunming in December 2021 was carried out with participants from six countries and regions.
		c) ensure that a business case analysis is undertaken for new technologies and due emphasis is given to training and planning.	Well noted.
DP/1a/4	Action Item56 /4	d) The Conference urged <mark>States/Administrations</mark> 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.	CAAC will continue to facilitate the work of targeted and precise oversight.

DP/1a/9DP/1 2a/2	Action Item56 /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;	CAAC has continued to facilitate the implementation of Beijing Declaration and kept good cooperation with ICAO.
		b) work cooperatively to ensure that the Asia-Pacific's representation on the Council is not diminished;	CAAC has been cooperating with countries in the region in this aspect.
		c) support the ratification of the amendments to Articles 50 (a) and 56 of the Chicago Convention to enlarge the Council and ANC; and	Well-noted.
		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 Depositary.	Noted.
DP/1a/10	Action Item56 /6	The Conference urged: a) APANPIRG to support the implementation of the sixthedition of the GANP;	Noted.
		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 regionalair navigation plan; and	CAAC continues to follow the global air navigation plan, and has developed CAAMS, and has issued the CAAMS implementation roadmap in 2020, to support the promotion and implementation of GANP in China.

		c) APANPIRG and the ICAO Asia and Pacific Office & Regional Sub Office to facilitate and coordinate such activities to ensure regional harmonization and alignment tothe GANP.	Noted.
DP/3/1	Action Item56/7	The Conference: 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 byICAO;	Well noted.
		a) agreed the enhancement of the USOAP-CMA process should provide a more proportionate and risk-based system; and b) noted the need for States and international organizations to provide support to ICAO to undertake this work in a timely manner.	CAAC has followed the update of USOAP-CMA online framework and kept good communication with ICAO experts at the working level.
DP/3/2	Action Item56/8	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	Well noted.

		implementation.	
DP/3/3	Action Item56 /9	The Conference: a) encouraged <mark>States/Administrations</mark> to share best practices in equipping their safety inspectors for more effective safety management; b) requested ICAO and <mark>States/Administrations</mark> to develop moretools 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.	Well noted.
DP/3/4	Action Item56 /10	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 studiesamong different programmes.	Well noted.
DP/3/12DP/3/ 18	Action Item56 /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.
DP/3/24	Action	The Conference urged <mark>States/Administrations</mark> to note the various	CAAC has developed a procedure based on SORA and

	Item56/12	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.	carried out several trial operations of UAV and gradually regulate the operation of UAV with higher risk.
DP/3/27	Action Item56/13	The Conference urged <mark>States/Administrations</mark> 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.	Well noted.
DP/4/1	Action Item56/14	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 byinternational 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 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	CAAC has been making efforts in this aspect.

		NANPs (which had been endorsed by the Ministers of Civil Aviation in the Beijing Declaration).	
DP/4/2	Action Item56 /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.	Well noted.
DP/4/3	Action Item56 /16	The Conference: 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 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.	CAAC has developed air traffic management performance evaluation prototype system based on the 19 KPIs in GANP version 6 and in the regional guidance, which is undergoing internal test and trial.
DP/4/22	Action Item56 /17	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.	Noted.
DP/5/1	Action Item56 /18	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	China has been actively facilitating the work of the establishment of NATFP and improve the issuance of e-passports. As for the ICAO PKD, China has been its member since 2008.

		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.	
DP/5/4DP/5/7 DP/5/14	Action Item56 /19	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 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 uniqueoperating context.	CAAC has been providing greater convenience to passengers, including issuing temporary boarding certificates for passengers who don't carry ID cards and facilitating paperless travel.
DP/5/2DP/5/5 DP/5/12	Action Item56 /20	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 andcooperation on best practices; and e) encourage Directors-General of Civil Aviation (DGCA) to attend the	CAAC has actively participated in working groups, meetings and trainings regarding aviation security, supporting the work of ICAO and sharing experience.

		3rd run of the DGCAs Programme on AVSEC on 21 – 22 Sep 2019 in Montreal, Canada.	
DP/5/6DP/5/8	Action Item56 /21	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.	CAAC has nominated an expert to work in the CYSEC panel to support the work on cyber security.
DP/6/1	Action Item56 /22	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 airtransport field in their regulatory practices; c) provide statistics required by ICAO in a timely manner; d) use ICAO data, tools and analysis; and actively participate in the ICAO upcoming meetings.	CAAC has been regularly providing data as required in a timely manner and has participated meetings in the field of statistics.

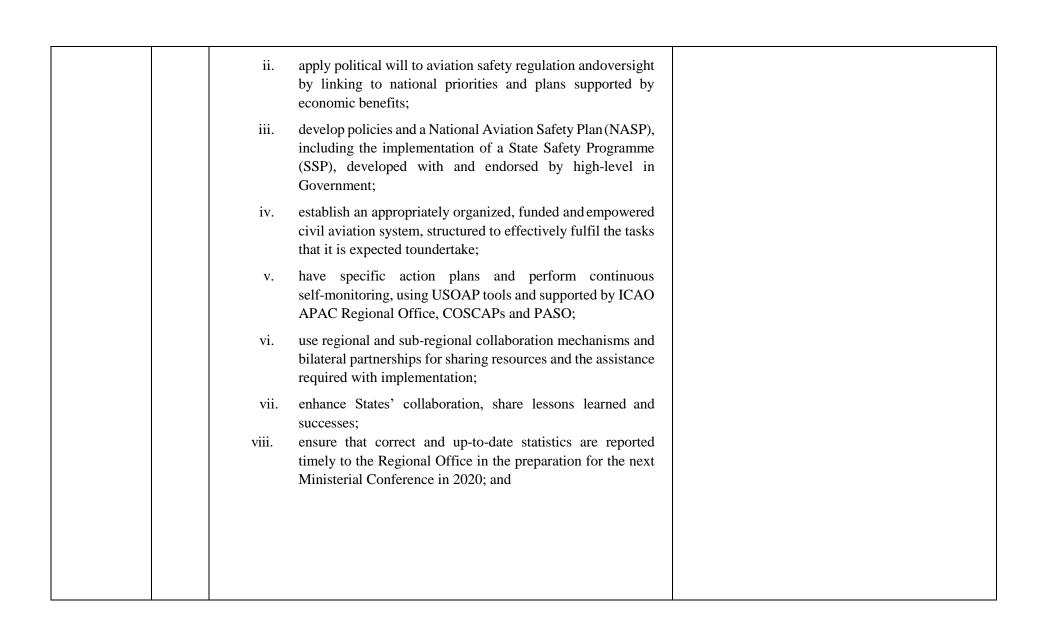| DP/6/2	Action Item56 /23	The Conference urged States/Administrations to:	Noted.
		a) reaffirm the importance and relevance of ICAO's Policies on Taxation in the Field of International Air Transport (Doc8632) as the only industry-agreed standard for air transporttaxation;	
		b) recognize the fundamental difference between usercharges and taxes and urge national authorities to clearly distinguishthe 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.	
DP/6/3	Action Item56 /24	The Conference encouraged States/Administrations to:	CAAC has developed its airport master plan and cooperate with stakeholders.
		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 ICAOfrom time to time;	
		b) recognize the need to address the infrastructure capacity constraint issue urgently through operational efficiencies and new infrastructure when required;	
		c) if privatization 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.	
DP/6/4	Action Item56/25	The Conference urged the <mark>States/Administrations</mark> 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 liberalization aligned with ICAO's long-term vision on market.	Well noted.
DP/7/1	Action Item56/26	The Conference: a) encouraged those States that have not yet developed or updated their States' Action Plans with quantified data to doso as soon as possible; b) invited States to voluntarily participate in the pilot phase of the CORSIA from 2021; c) urged States with their aeroplane operators to progress necessary actions in MRV in 2019 and 2020 for the implementation of CORSIA; and d) invited States to implement CORSIA in a harmonized manner with	First, CAAC has developed special plan for green development. Also, CAAC has established and implemented a MRV mechanism to regularly submit China's national action plan to ICAO on a voluntary basis. Thirdly, based on the principle of common but differentiated responsibilities, CAAC actively participates in global aviation environmental governance. Moreover, CAAC urges the ICAO to stick to the principle of member-driven in the process of aviation carbon reduction and be a neutral coordinator

		every State making its contribution to the best of its ability.		instead of playing a leadership role. Plus, China is willing to continue to make contribution to the building of a just, reasonable international aviation carbon reduction system that promotes win-win cooperation.
DP/7/2DP/7/8	Action Item56/27	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; 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) recognized the importance of timely ICAO guidance on CORSIA		Noted.

		eligible emissions units and CORSIA eligible fuels for emissions offsetting in CORSIA.	
DP/7/9	Action Item56 /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.	Well noted.
DP/8/1	Action Item56 /29	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 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.	Well noted.
DP/8/2	Action Item56 /30	The Conference, while recognising 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 supports competency based training, using learner-centered pedagogies, under the ICAO TRAINAIR PLUS Programme.	Well noted.
DP/8/11	Action Item56 /31	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.	CAAC has incorporated the establishment, implementation and review of the SMS into its work for 2021-2025 period.
DP/8/14	Action	The Conference urged States/Administrations to:	Civil Aviation University of China and Beijing Capital

	Item56 /32	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 organizations in the APAC Region to join TrainAir Plus Programme to benefit from its numerous training solutions and competency development activities; and d) utilize courses listed in the ICAO Course Catalogue.	International Airport have joined TrainAir Plus.	

	Action Item56 /33	Recognizing 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.
			China has been making steady efforts in implementing Beijing Declaration.	

	Action Item56 /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: i. continue their efforts to achieve the Beijing Declaration target dates;	China has been making steady efforts in implementing Beijing Declaration.

			ii.	apply political will to aviation safety regulation andoversight 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 toundertake;	
			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 40thAssembly and its impact on the Aviation Safety and Air Navigation Services; and | CAAC actively participated in the 40th Assembly and implemented relevant resolutions. |

		b) requested ICAO to:
		
		   i. conduct more regular validations under USOAP;
		
		   ii. conduct Combined Action Team (CAT) missions specific to SSP; and
		
		   iii. revise the Beijing Ministerial Declaration Section 3on 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.
			Well noted.

| DP/12a/1 | Action Item56 /35 | The Conference urged:

a) <mark>States/Administrations</mark> 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 streamlinethe communication channels and to consider adopting templates for reports and records of outcomes for regional groups, and best practices forthe management of State Letters as well as request ICAO to implement the suggested initiatives; and

   iv.   consider the identified support mechanisms for technical assistance and the enhanced roles of otherInternational Organizations and industry partners tocomplement ICAO APAC RO efforts;

   v.   consider the survey findings in the development offuture plans for technical assistance; and

b) ICAO APAC RO to enhance support for technical assistance as well as monitor and coordinate work of Workgroups/Taskforcefor the region. | Well noted. |

DP/12b/1	Action Item56 /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.	Well noted.