

LIST OF ACTION ITEMS ARISING FROM THE 56th DGCA CONFERENCE

Discussion Paper No.	Action Item	Description	Responses from Hong Kong China
Agenda Item 1 - Theme Topic “Harmonizing efforts to meet the capacity constraints”			
<p>DP/1a/1 DP/1a/8 DP/8/3</p>	<p>Action Item 56/1</p>	<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 neighboring States/Administrations including membership of sub-regional cooperative arrangements to meet capacity constraints of the region).</p>	<p>Hong Kong China fully supports ICAO’s initiative of regional cooperation and took up the Chairmanship roles as the RASG-APAC since December 2020 and the CNS SG of APANPIRG since July 2017. Hong Kong China has also been actively participating in various ICAO regional and sub-regional meetings, working groups, task forces and cooperation forum, e.g. Asia Pacific Regional Aviation Safety Team (APRAST) as well as the regional Cooperative Development of Operational Safety and Continuing Airworthiness Programme (COSCAP) events etc.</p> <p>Hong Kong China also fully supports ICAO’s NCLB initiative and provided seconded staff to the AGA and CNS sections of ICAO APAC Office and participated in CAT mission and other technical assistance programmes.</p> <p>Hong Kong China contributed as an Active Participating Administration in APAC Flight Procedure Programme aiming at assisting States to develop sustainable capability in the IFP design. For the CASP-AP programme, Hong Kong China has been making contributions from Phase I to current Phase IV.</p>

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DP/1a/2	Action Item 56/2	The Conference urged States/Administrations to collaborate with industry partners in the implementation of ATM projects and harmonize efforts in the ANS focus areas of the Beijing Declaration.	<p>For implementation of CRV (ground/ground telecommunication infrastructure) which can support SWIM as one of the ANS applications as per the Beijing Declaration, Hong Kong China has been collaborating with industry partners including PCCW Global (CRV service provider) and Frequentis Comsoft (SWIM service provider) for conducting a Proof of Concept (POC) on the sharing of ADS-B surveillance data using “SWIM over CRV” architecture.</p> <p>The POC was successfully conducted in March 2022 under a simulated “SWIM over CRV” environment led by Hong Kong China with support from PCCW Global and Frequentis Comsoft. It proved that the concept of using SWIM to share ADS-B surveillance data over CRV under various infrastructure models is technically feasible and commercially viable.</p>
DP/1a/3	Action Item 56/3	<p>The Conference urged States/Administrations to:</p> <ul style="list-style-type: none"> 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. 	<p>Although impacted by global pandemic, Hong Kong China has planned its resources to conduct trials on advanced and sustainable technologies under the low traffic environment with reduced risks, early engagement of stakeholders and implement such technologies with positive business cases in accordance with the GANP/ASBU, in order to support the safe, efficient and reliable operation of the Hong Kong International Airport (HKIA), while enhancing robustness and resilience in the provision of air navigation service as air traffic recovers. A discussion paper (DP) would be submitted by Hong Kong China to the 57th DGCA Conference to outline our strategy and scheme for promoting trials under low traffic</p>

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			<p>environment and use of advanced and sustainable technologies.</p> <p>In addition, HKCAD has been working closely with the Airport Authority Hong Kong (AAHK) on the use of latest advanced technologies and enhancement of security infrastructure at the Hong Kong International Airport, including the implementation of facial recognition technology in passenger journey with Flight Token (aka Single Token, coupled with e-Security Gates for access to security restricted area and e-Boarding Gates for boarding) since 2018 and autonomous vehicle with video analytics to enhance security patrol since 2021. A paper on the autonomous patrol vehicles would be presented by Hong Kong China during ICAO 6th Meeting of Aerodromes Operations and Planning Sub-Group (AOP/SG/6) during the period 27 – 30 June 2022.</p> <p>The Hong Kong International Aviation Academy (HKIAA) was established in 2016 and is an ICAO Avsec Training Centre (ASTC) offering ICAO certified training courses to local, regional and international participants.</p>
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.	<p>Hong Kong China took note of the targeted and precise oversight of the aviation industry by CAAC. The sharing of experience was welcomed.</p> <p>To optimize use of resources, the regulatory offices within HKCAD also adopt a risk-based approach and prioritise surveillance programme by identifying areas of greater concern and high risk areas. HKCAD will</p>

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			continue to explore good practices in further enhancing oversight capability.
DP/1a/9 DP/12a/2	Action Item 56/5	<p>The Conference urged States/Administrations to:</p> <ul style="list-style-type: none"> 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; 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 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. 	Noted.
DP/1a/10	Action Item 56/6	<p>The Conference urged:</p> <ul style="list-style-type: none"> 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 harmonization and alignment to the GANP. 	Hong Kong China has established the ASBU Planning and Implementation Committee (PIC) to support and oversee the development of various initiatives in Hong Kong in accordance with the GANP/ASBU based on the latest edition together with the guidance documents. Based on the template provided by ICAO APAC and after attending the seminar on preparation of a national air navigation plan organized by ICAO APAC, Hong Kong China has prepared and will upkeep the air navigation plan for Hong Kong with reference to the GANP and regional air navigation plan of APAC.

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Discussion Paper No.	Action Item	Description	Responses from Hong Kong China
Agenda Item 3 – Aviation Safety			
DP/3/1	Action Item 56/7	<p>The Conference:</p> <ul style="list-style-type: none"> 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; 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 organizations to provide support to ICAO to undertake this work in a timely manner. 	<p>Hong Kong China notes the importance of the work and efforts by the GEUSR in improving the USOAP-CMA programme. We support the Conference’s decision to encourage the ICAO to cater for smaller states in ICAO’s audit scheme and process, taking into account the scale and complexities of the aviation systems.</p>
DP/3/2	Action Item 56/8	<p>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>	<p>Hong Kong China fully supports the GASOS approach in providing aviation safety oversight assistance to ICAO member states.</p>

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DP/3/3	Action Item 56/9	<p>The Conference:</p> <ul style="list-style-type: none"> 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. 	<p>Training programme for the safety inspectors of various regulatory offices have been formulated in developing the necessary skills for them to perform the required safety oversight functions including initial, on-the-job, specialized and recurrent training. Updating of professional knowledge on SMS development, regulatory requirements, training on skills and best practices etc are also included in the Training programme.</p> <p>Hong Kong China fully supports to equip safety inspectors with new competencies in coping with a robust safety oversight system. While HKCAD will continue to source suitable training courses on new competencies, it is also agreed for ICAO to incorporate those new competencies in training programmes and guidance material for easy reference.</p>
DP/3/4	Action Item 56/10	<p>The Conference urged States/Administrations to:</p> <ul style="list-style-type: none"> 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. 	<p>Hong Kong China fully supports ICAO's excellent work on the alignment of global and regional safety priorities and objectives and recognizes the value and contributions made by industry partners on developing best practices for safety information sharing and analysis. We have included ICAO's occurrences in high risk categories in the GASP and RASP-APAC in our safety reviews, and we will continue to seek opportunities to enhance our safety data collection and analytical capabilities in collaboration with our partners including the ICAO Regional Office.</p>

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<p>DP/3/12 DP/3/18</p>	<p>Action Item 56/11</p>	<p>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.</p>	<p>Noted.</p>
<p>DP/3/24</p>	<p>Action Item 56/12</p>	<p>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.</p>	<p>The Small Unmanned Aircraft (SUA) Order came into operation on 1 June 2022. Operations of unmanned aircraft below 25 kg are regulated under a risk-based approach and classified according to the weight of the SUA and the operational risk level. Operations of different risk levels will be subject to the corresponding regulatory requirements, including registration and labelling of SUA, registration of remote pilots, training and assessment, equipment, operating requirements and insurance.</p> <p>Hong Kong China will keep abreast of the latest statutory requirements as stipulated by the overseas rulemaking regulatory bodies and civil aviation and/or industry best practices.</p>
<p>DP/3/27</p>	<p>Action Item 56/13</p>	<p>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.</p>	<p>Hong Kong China fully recognizes the RASG- APAC and its supporting regional bodies' contributions to promoting the ICAO safety standards and international best practices as well as strengthening safety collaboration in this region. We have taken up the Chairmanship since December 2020 and will continue to support their work in developing safety performance management guidance or other best practices.</p>

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Agenda Item 4 - Air Navigation			
DP/4/1	Action Item 56/14	<p>The Conference urged States/Administrations to:</p> <ul style="list-style-type: none"> 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 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 	Noted.

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		whole-of government planning using NANPs (which had been endorsed by the Ministers of Civil Aviation in the Beijing Declaration).	
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.	Hong Kong China has all along supported the sharing of ADS-B data to take full benefits from it. The sharing of ADS-B data from Sanya FIR with Hong Kong has commenced since 2013. While strongly supporting the regional surveillance data sharing activities by offering two Chairs from Hong Kong China for the Surveillance Implementation Coordination Group (SURICG) and Surveillance Study Group (SURSG), Hong Kong China has also participated in the coordination of various ADS-B data sharing projects under the said contributory bodies on a regular basis.
DP/4/3	Action Item 56/16	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 6 th edition of the GANP together with the future guidance document in the implementation of performance management.	Hong Kong China supported an Air Traffic Management (ATM) performance framework consistent with globally harmonized objectives under GANP. The ASBU Planning and Implementation Committee (PIC) has been established to support and oversee development of various initiatives in Hong Kong in accordance with the GANP/ASBU based on its latest edition together with its guidance documents.
DP/4/22	Action Item 56/17	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.

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Discussion Paper No.	Action Item	Description	Responses from Hong Kong China
Agenda Item 5 - Aviation Security and Facilitation			
<p>DP/5/1</p>	<p>Action Item 56/18</p>	<p>The Conference urged States / Administrations to:</p> <ul style="list-style-type: none"> 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 neutralize the activities of cross-border criminality. 	<p>Since 2018, Hong Kong China had established Air Transport Facilitation Programme and Air Transport Facilitation Committee with the participation of senior management of relevant stakeholders in accordance with Annex 9 standards and is in the process of implementing an Advance Passenger Information system.</p> <p>Also, HKCAD has been in close liaison with relevant authorities and will keep in view policy initiatives to promote the enhancement of travel documents for Hong Kong travellers.</p>
<p>DP/5/4 DP/5/7 DP/5/14</p>	<p>Action Item 56/19</p>	<p>The Conference:</p> <ul style="list-style-type: none"> 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 	<p>HKCAD has been working closely with the Airport Authority Hong Kong (AAHK) on the implementation of facial recognition technology in passenger journey with Flight Token (aka Single Token, coupled with e-Security Gates for access to security restricted area, e-Boarding Gates for boarding and Self-Bag Drop for hold baggage processing) in phases since 2018, and reviewed relevant policies in ensuring compliance.</p>

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		political environment, as well as each airport's unique operating context.	
DP/5/2 DP/5/5 DP/5/12	Action Item 56/20	<p>The Conference urged States/Administrations to:</p> <ul style="list-style-type: none"> 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 DGCA's Programme on AVSEC on 21 – 22 Sep 2019 in Montreal, Canada. 	<p>Hong Kong China has been in close liaison with ICAO APAC RO and CASP-AP and will keep in view initiatives to participate in and contribute to capacity building activities in the region. The Hong Kong International Aviation Academy (HKIAA) was established in 2016 and is an ICAO Avsec Training Centre (ASTC) offering ICAO certified training courses to local, regional and international participants.</p> <p>Hong Kong China has adopted the five key priority areas* of GAsEP as a tool to improve coordination and planning to counter threats to civil aviation, and will continue to work towards the direction as set out by the GAsEP.</p> <ul style="list-style-type: none"> * 1) enhance risk awareness and response; 2) develop security culture and human capability; 3) improve technological resources and innovation; 4) improve oversight and quality assurance; and 5) increase cooperation and support.

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<p>DP/5/6 DP/5/8</p>	<p>Action Item 56/21</p>	<p>The Conference, noting the significance of cyber security, urged the States/Administrations to:</p> <ul style="list-style-type: none"> 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. 	<p>Hong Kong China has supported the development of cyber security culture across the aviation sector. HKCAD has been working closely with Air Navigation Services (ANS) equipment suppliers and law enforcement agency, Cyber Security and Technology Crime Bureau (CSTCB) of Hong Kong Police Force (HKPF), to promulgate cyber security culture. HKCAD hosted the ICAO Regional Cyber Security Symposium in May 2018 to discuss the cybersecurity in air navigation and airport services. The symposium was attended by 169 participants from 14 States/Administrations and 4 international organisations. In April 2021, a joint cyber security drill was successfully conducted between CAD and HKPF to simulate attack via both cyber and physical means, and practise the emergency response and procedures to handle the attack.</p> <p>Since the implementation of risk-based measures against cyber threats became a Standard in Annex 17 in 2019, Hong Kong China had required relevant entities to develop and implement their cyber security programmes. In recent years, Hong Kong China facilitates modern innovations on IT and automation initiated from the industry with security by design concept.</p> <p>HKCAD has established the CAD Air Navigation Services Cyber Security Committee (CACSC) to steer the implementation of cyber security control measures and programmes, with a view to contain and mitigate risks of cyber security threats, while maintaining confidentiality, integrity, availability and safety in the provision of ANS to the aviation stakeholders.</p>
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			<p>Moreover, regular cyber security training has been and will be provided to CAD colleagues by engaging relevant competent training service providers.</p> <p>Hong Kong China supports ICAO to focus on the development of principle-based guidance on aviation sector cyber security and to provide more guidance on the purpose and application of the trust framework.</p>
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Discussion Paper No.	Action Item	Description	Responses from Hong Kong China
Agenda Item 6 – Economic Development of Air Transport			
DP/6/1	Action Item 56/22	<p>The Conference urged States/Administrations to:</p> <ul style="list-style-type: none"> 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. 	<p>ICAO's progress in various areas of work is noted.</p> <p>While we support ICAO's long-term vision for air transport liberalization, Hong Kong China has been adopting a “progressive liberalization policy” on bilateral ASA negotiations.</p>
DP/6/2	Action Item 56/23	<p>The Conference urged States/Administrations to:</p> <ul style="list-style-type: none"> 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) recognize 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- 	Noted.

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		<p>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>	
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>In delivering advance infrastructure planning, the Airport Authority Hong Kong (AAHK) seeks regulatory advice from HKCAD so as to ensure compliance with the applicable aerodrome licensing requirements. AAHK also shares their plans with stakeholders in different forums so as to solicit their support in implementing new projects and initiatives.</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>b) request ICAO to continue the work relating to promoting the benefits from market liberalisation</p>	<p>The development of multilateral air transport agreements and the benefits from market liberalization advocated by Singapore is noted. For Hong Kong China, we have been adopting a “progressive liberalization policy” on bilateral ASA negotiations.</p>

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		<p>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 stepping stone to achieving a global international multilateral agreement on market access liberalisation aligned with ICAO's long-term vision on market liberalisation.</p>	
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Discussion Paper No.	Action Item	Description	Responses from Hong Kong China
Agenda Item 7 - Aviation and Environment			
DP/7/1	Action Item 56/26	<p>The Conference:</p> <ul style="list-style-type: none"> 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 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 every State making its contribution to the best of its ability. 	Noted.
DP/7/2 DP/7/8	Action Item 56/27	<p>The Conference:</p> <ul style="list-style-type: none"> 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; 	<p>ICAO's continuous leadership on environment issues is well noted.</p> <p>Stakeholders in Hong Kong like the Airport Authority Hong Kong (AAHK) and aircraft operators have implemented various green measures, for example, the use of sustainable aviation fuel (SAF) at the Hong Kong International Airport (HKIA) by CPA, to achieve sustainability in civil aviation.</p> <p>HKCAD had actively participated in workshops and seminars organized by ICAO as far as possible. HKCAD had also encouraged local aircraft operators to participate in CORSIA related workshops and trainings for a smooth implementation of CORSIA requirements.</p>

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		<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>	
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.	The Airport Carbon and Emissions Reporting Tool (ACERT) is a self-contained Excel spreadsheet developed by ACI to assist airport operators in calculating greenhouse gas emissions at airports so as to facilitate their formulation of carbon reduction action plans. For the Hong Kong International Airport (HKIA), the Airport Authority Hong Kong (AAHK) has launched the HKIA Carbon Reduction Programme since 2008 and developed an online reporting platform (Carbon Audit System) to calculate and monitor HKIA's airport-wide carbon emissions. HKIA has achieved a high

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			<p>rating “level 3” under ACI Europe’s Airport Carbon Accreditation programme.</p> <p>Source: https://www.hongkongairport.com/en/sustainability/environment/carbon/</p>
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Discussion Paper No.	Action Item	Description	Responses from Hong Kong China
Agenda Item 8 - Technical and Regional Cooperation			
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>	Noted.
DP/8/2	Action Item 56/30	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.	Noted.
DP/8/11	Action Item 56/31	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.	The Hong Kong International Airport (HKIA) is already under the continuous assessment by HKCAD, through audits and inspections on an annual basis to confirm its compliance with the applicable aerodrome licensing requirements. HKIA noted the capability of ACI World’s Airport Excellence Programme (APEX) in enhancing regulatory compliance.

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<p>DP/8/14</p>	<p>Action Item 56/32</p>	<p>The Conference urged States/Administrations to:</p> <ul style="list-style-type: none"> 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. 	<p>Hong Kong China appreciated the contribution and efforts of ICAO Technical Co-operation Bureau and Global Aviation Training Services (GAT) in supporting States in implementing SARPs and policies, capacity building and provide competency-based training to fulfill needs of States/Administrations.</p> <p>As the first aviation academy in Hong Kong, the Hong Kong International Aviation Academy (HKIAA) received Full Membership in ICAO’s TRAINAIR PLUS Programme in December 2018 recognizing the Academy’s capability in developing ICAO-compliant training packages.</p> <p>With wide range of courses offered by ICAO GAT, HKCAD officers had actively participated and benefitted from attending ICAO Training courses conducted in person and virtual classroom. The online training provided by ICAO had greatly facilitated learning/training under pandemic circumstances. Very positive and encouraging post-training feedback were received from HKCAD attendees. HKCAD will continue to enrol our officers in undertaking courses listed in the ICAO Course Catalogue. HKCAD will also keep in view the training opportunities that support aviation security development in Hong Kong China.</p>
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Discussion Paper No.	Action Item	Description	CAD Response (with suggested division to provide response)
Agenda Item 9a - Beijing Declaration – Follow up and way forward			
	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> <ul style="list-style-type: none"> 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 <p>b) ICAO to develop guidance materials to this effect.</p>	<p>The inspectors in HKCAD are civil servants of HKSAR Government which are remunerated on the pay scales of their respective grades and ranks.</p> <p>Training programme for the safety inspectors of various regulatory offices have been formulated in developing the necessary skills for them to perform the required safety oversight functions including initial, on-the-job, specialized and recurrent training. Updating of professional knowledge on SMS development, regulatory requirements, training on skills and best practices etc are also included in the Training programme.</p> <p>Hong Kong China recognizes the need to ensure our safety oversight regimes maintain current and relevant to address the latest challenges presented to our aviation systems. We have adopted the safety management approach under the ICAO Annex 19 in the SSP of Hong Kong China and will continue to refine our performance / compliance-based safety oversight system in line with the ICAO safety objectives, including the use of safety information to focus on relatively higher risk areas.</p> <p>The Hong Kong International Aviation Academy (HKIAA) is established by the Airport Authority Hong Kong (AAHK) in 2016. HKIAA offers a comprehensive aviation-related curriculum to aviation professionals, industry newcomers and young people who would like to pursue their career in aviation industry. Partnering</p>

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			<p>with local and overseas education institutions, professional organisations and industry practitioners, the HKIAA delivers all levels of programmes including aviation summer day camps, placement programmes, professional certificate courses and accredited programmes to nurture young talent and provide career advancement for the continuous development of Hong Kong's aviation industry.</p> <p>HKCAD has incorporated the Aviation Education Path (AEP) facilities in May 2013 at the Civil Aviation Department Headquarters to promote the interest and knowledge of the general public in aviation, particularly that of the younger generation. Guided group tours for the public are conducted by HKCAD officers. The "Business-School Partnership Programme" arranges school visits to the AEP to introduce aviation development in Hong Kong, roles of CAD and latest aviation technologies. Students can also know more about aviation concepts such as global cooperation in aviation and aviation hub through the visit.</p>
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<p>Action Item 56/34</p>	<p>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:</p> <ul style="list-style-type: none"> 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; 	<p>Since 2017, Hong Kong China has fully implemented the ICAO SARPs relating to the SSP. The Hong Kong Aviation Safety Programme, developed pursuant to the ICAO Annex 19, sets out the strategies for implementation of SSP. The Programme was published on CAD website with the endorsement of the Director-General of Civil Aviation of Hong Kong China. The Programme will be periodically reviewed and updated to ensure it maintains current and relevant to address the safety needs in our aviation systems. The NASP is being reviewed to align with ICAO's safety objectives in GASP and RASP-APAC and will be arranged for published.</p> <p>Hong Kong China proactively implements a periodic process to review and implement CMA activities through a coordinated approach, which includes the formulation of action plans and associated tasks, provision of updated information to ICAO and regular review of the CMA documentation on the ICAO CMA online platform.</p> <p>Hong Kong China notes the ICAO Regional Office, RASG-APAC, APANPIRG and its supporting regional bodies have established a robust platform for promoting safety collaboration in this region. We have actively participated in their meetings and will continue to support their work and sharing of experiences and best practices.</p>
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		<ul style="list-style-type: none">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; andix. pay close attention to the outcomes of the 40th Assembly and its impact on the Aviation Safety and Air Navigation Services; and <p>b) requested ICAO to:</p> <ul style="list-style-type: none">i. conduct more regular validations under USOAP;ii. conduct Combined Action Team (CAT) missions specific to SSP; andiii. 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.	
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Discussion Paper No.	Action Item	Description	Responses from Hong Kong China
Agenda Item 12a – Other Business a) Any Other Matters			
DP/12a/1	Action Item 56/35	<p>The Conference urged:</p> <p>a) States/Administrations to:</p> <ul style="list-style-type: none"> 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 iv. consider the identified support mechanisms for technical assistance and the enhanced roles of other 	Hong Kong China took note of the survey results. Being one of the members of the RCM TF, HKCAD continues to support the recommendations made by the TF.

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		<p>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>b) ICAO APAC RO to enhance support for technical assistance as well as monitor and coordinate work of Workgroups/Taskforce for the region.</p>	
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.	The Theme topic of 57 th DGCA Conference is “Strengthening Regional Cooperation for the Restoration of Air Network with No Country Left Behind” is noted.