INDONESIA UPDATES TO LIST OF ACTION ITEMS ARISING FROM THE 56th DGCA CONFERENCE
(Kathmandu, Nepal: 19 – 23 August 2019)

Discussion Paper No.	Action Item	Description	Indonesia Position
DP/1/1 **DP/1a/8** **DP/8/3**	Action Item 56/1	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 b) urged States and Administrations to: i. develop and further strengthen regional and sub- regional cooperation in order to promote the highest degree of aviation safety and security; ii. consider to provide volunteer technical experts to ICAO's APAC CAT Mission programme and ICAO's IPAV programme; and iii. collaborate through providing financial contributions and in-kind technical assistance to neighboring States/Administrations including membership of sub-regional cooperative arrangements to meet capacity constraints of the region.	• Indonesia is ready to support CAT mission by providing expert in area PEL, OPS, AIR, ANS and AGA. • Indonesia always contributes financially to COSCAP-SEA Programme. Note: • Regarding scheduled CAT mission, COSCAP-SEA programme already planned a CAT mission to each member states, however since Program Manager is vacant, some program run bit slow and maintaining program is in doubt. • Urged ICAO to assigns new Program Manager for COSCAP-SEA.
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.	Indonesia conducts the collaboration with industry partners in the implementation of ATM projects and harmonize efforts in the ANS focus areas of the Beijing Declaration.
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;	Indonesia has begun using the latest advanced technology related to aviation security. The use of equipment with the latest technology includes EDS, smart lane screening systems, automated Hold Baggage Screening Systems and body screeners. The use of the latest technology is carried

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		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.	out in stages based on risk assessment and the scale of operations at the airport. Indonesia always strives to improve its capacity in the implementation of training in the field of aviation security including collaborating with other countries in the implementation and development of personnel capacity both at the operational and the management level. In the use of technology, Indonesia always considers every technological development, including consideration of aviation security events, as a material/tool in planning and capacity building
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	N/A
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; 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 Depositary.	• Regarding representation on the Council for Asia Pacific, Member states should support APAC representatives and the representative states should also bring benefit for APAC states. • It also need to consider collaborative arrangement between APAC member states to sit in the Council. • In relation to the amendment to Article 50(a) and 56 of the Chicago Convention, Indonesia has deposited both of the instruments of ratification to ICAO on 25 September 2019 at the ICAO Treaty Event.

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DP/1a/10	Action Item 56/6	The Conference urged: a) APANPIRG to support the implementation of the sixth edition of the GANP; b) States to support the GANP by the development and maintenance of a national air navigation plan and its supporting documents to align with the GANP and regional air navigation plan; and c) APANPIRG and the ICAO Asia and Pacific Office & Regional Sub Office to facilitate and coordinate such activities to ensure regional harmonization and alignment to the GANP.	Indonesia is in progress to update Indonesia NANP refer to GANP Version 6 and ASPAC ANS Plan Version 3.0.
DP/3/1	Action Item 56/7	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 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.	Indonesia recognizes the GEUSR recommendation as implemented by USOAP PQ Edition 2022.
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.	Indonesia supports the GASOS for APAC region, which will be beneficial for States that need assistance in performing their safety oversight function.
DP/3/3	Action Item 56/9	The Conference: a) encouraged States/Administrations to share best practices in equipping their safety inspectors for more effective safety management; b) requested ICAO and States/Administrations to develop more tools and	Referring to the Asia Pacific–Regional Aviation Safety Plan (AP-RASP) 2022, under Safety Enhancement Initiatives (SEI) A.I.20, Indonesia contributes to the

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		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.	Development of Inspector competence building framework.
DP/3/4	Action Item 56/10	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 studies among different programmes.	Indonesia has: 1. established and submitted The National Aviation Safety Plan 2021-2023 to ICAO that align with the GASP 2020-2022 (Doc 10004) and AP-RASP 2020-2022. 2. integrated database in IMSIS web-based portal for SSP database, including Mandatory Occurrence Report and Voluntary Reporting System at: https://imsis-djpu.dephub.go.id, conducted monitoring and evaluation on SMS implementation by service provider, ALoSP establishment, and carried out regular safety meeting between regulator and service providers. 3. been participating as a full member in AP-Share Data Sharing Project and as a core member Safety Enhancement Initiatives at APRAST.
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.	Indonesia will review and study further regarding this provision.
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.	Indonesia has been joining in several working group such as FAA-APAC UCWG, FAA-APAC AAM, JARUS as a member and also actively involved in JARUS working group Safety Risk Management since 2018. In 2022 Indonesia joined the JARUS Working group of OPS, ORG, and PEL.

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			Indonesia has conducted ICAO UAS Aviation fundamental training in 2020. Indonesia drone regulatory is referred to FAA regulations, with small differences due to local consideration. For small drone up to 25 kg, the regulation follows the CASR Part 107. SORA tool stated in CASR Part 107 as a tool to evaluate the applicant proposal when the applicant is willing to operate beyond CASR Part 107 operating limitations. Indonesia has noted the challenges posed by drone. Several implementation actions are: • published a regulation (CASR Part 22: Airworthiness standard for RPAS, refer ICAO Annex 8 part VIII, IX, X) • updated the regulation (PM 37/2020 UAS Operation within Indonesia Airspace) • published a web base system for drone registration. • published a web based system for remote pilot certificate for small drone rating. • published an web based system for drone operation authorization. • held drone seminar & webinars for drone stake holders in Indonesia. Next step actions are: • publish SI-8900-12.04 SORA in Bahasa Indonesia • publish SI 8900-12.XX Remote Pilot Training Centre Certification Procedures. • UAS Type Certification process, follow SORA and Durability & Reliability Test method.

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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.	
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 with agreed plans, and the economic and environmental costs of not doing so; c) accelerate efforts to provide ICAO with the input considered necessary to validate the description of FIRs in the RANP; and d) engage in the Regional discussion and effort to accelerate progress of the Asia/Pacific Region to implement the Seamless ATM (ANS) Plan, including an emphasis on whole-of government planning using NANPs (which had been endorsed by the Ministers of Civil Aviation in the Beijing Declaration).	• Indonesia is in progress to update Indonesia NANP refer to GANP Version 6 and ASPAC ANS Plan Version 3.0. • Indonesia established the civil-military cooperation through the signing MOU and NOU with Indonesia Air Force regarding the operational arrangement and flight operations. Indonesia is in progress to fulfil the requirement on the Strategic Level for the establishment high level national body. • For the ATM contingency operations, Indonesia reported the current position is 98% (Robust). Indonesia is in progress to update the ATM Contingency document in regards with the FSS restructurization in Indonesia and to encourage the stakeholders to be involved in Central Coordinating Committee. • Concerning the NANP, Indonesia is in progress to update Indonesia NANP refer to GANP Version 6 and ASPAC ANS Plan Version 3.0.
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.	Indonesia conducted ADS-B data sharing with Singapore and Australia.
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	• Indonesia ANSP (AirNav Indonesia) already has technical guidelines for the KPI framework in order to support ANS performance measurement.

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		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.	• The current position is still in the adjustment stage for determining the baseline (basic reference) • The KPI framework has been listed in the Roadmap for the Implementation of Aviation Navigation Services.
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.	Not applicable to Indonesia
DP/5/1	Action Item 56/ 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 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.	a) Indonesia has implemented a strategy related to the ICAO Traveller Identification Programme (TRIP). Indonesia, through the Directorate General of Immigration, Ministry of Law and Human Rights, has become a member of the ICAO "Public Key Directory". b) Indonesia has established National Air Transport Facilitation Programme (NATFP) through the Minister of Transportation Regulation Number PM 61 Year 2015 concerning Air Transport Facilitation. Indonesia has also established National Committee on Air Transport Facilitation in accordance with the relevant Annex 9 Standards c) DGCA Indonesia will further coordinate with immigration agencies on the development of the investment process and the use of eMRTD machines. d) Indonesia, through the Directorate General of Immigration, has signed a Memorandum of Understanding regarding Participation and Cost Sharing The Electronic Machine Readable Travel Documents ICAO Public Key Directory (PKD). The

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			ceremonial/formal official statement of Indonesia's membership in ICAO PKD has been held at a series of activities of the 40th ICAO General Assembly on September 24 - October 4, 2019.
DP/5/4 **DP/5/7** **DP/5/14**	Action Item 56/19	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 unique operating context.	Indonesia considers the implementation of automation in the passenger movement process and will conduct an in-depth study on every aspect related to improving the efficiency of passenger and goods movement at airports.
DP/5/2 **DP/5/5** **DP/5/12**	Action Item 56/20	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 and cooperation on best practices; and e) encourage Directors-General of Civil Aviation (DGCA) to attend the 3rd run of the DGCAs Programme on AVSEC on 21 – 22 Sep 2019 in Montreal,	a) Indonesia supports ICAO efforts in increasing the effectiveness of aviation security capacity. Currently, Indonesia has personnel who have obtained ICAO instructor certification and have been trusted to be ICAO teaching staff in several capacity building activities organized by ICAO. b) Indonesia continuously improves the competence of aviation security personnel through capacity building at training sites that have been certified by the DGCA Indonesia. Currently, Indonesia has 74 Educational and Training Institutions of aviation security personnel consisting of 7 government-owned training institutions, 2 state-owned training institutions, and 65 privately owned training institutions. c) Indonesia supports the measures to develop a capacity building system for aviation security personnel.

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		Canada.	d) Indonesia continuously conducts self-assessment on the targeted fulfillment of ICAO GASeP where to date, Indonesia is above the GASeP target that has been set.
DP/5/6 DP/5/8	Action Item 56/21	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.	a) Indonesia has included regulations related to cyber security in the National Aviation Security Program (PKPN). The National Aviation Security Program (PKPN) has outlined the duties and responsibilities of stakeholders in creating cybersecurity in their operating environment. Currently, the DGCA Indonesia is working with the State Cyber and Cipher Agency to carry out data exchange and strengthening measures in aviation cybersecurity. b) At the regulatory level, DGCA Indonesia has re-organized by forming a unit that handles matters related to aviation cybersecurity. At the operator level, the National Aviation Security Program (PKPN) has required operators to establish a unit responsible for aviation cybersecurity, including Drafting procedures for directors and procedures for handling incidents against aviation cybersecurity. c) Indonesia agrees and supports measures, including the preparation of standards and procedures to strengthen regulations that support the improvement of aviation cybersecurity
DP/6/1	Action Item 56/22	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 air transport field in their regulatory practices;	Indonesia supports the ICAO's work for Economic Development of Air Transport by providing statistical data of air transport to ICAO.

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		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.	
DP/6/2	Action Item 56/23	The Conference urged States/Administrations to: a) reaffirm the importance and relevance of ICAO's Policies on Taxation in the Field of International Air Transport (Doc 8632) as the only industry-agreed standard for air transport taxation; b) recognize the fundamental difference between usercharges and taxes and urge national authorities to clearly distinguish the two concepts; c) acknowledge significant social and economic benefits associated with air transport and risks associated with reduced benefits due to poorly designed and/or excessive taxation; d) acknowledge the importance of a Cost Benefit Analysis to taxation as a recommended decision-making tool in designing air transport-related taxes; and e) cooperate closely with IATA and ACI and other industry groups under the coordination of ICAO, on issues related to air transport taxation and engage more in the dialogue with Treasury Departments/Ministries of Finance and taxation authorities.	Indonesia consider ICAO's Policies on Taxation in the Field of International Air Transport (Doc 8632) as the agreed standard for international transport taxation.
DP/6/3	Action Item 56/24	The Conference encouraged States/Administrations to: a) ensure an airport master plan is developed for each airport, and reviewed periodically with participation from stakeholders in line with various guidance issued by ICAO from time to time; b) recognize the need to address the infrastructure capacity constraint issue	Indonesia already issued regulation regarding requirement of masterplan for each airport and reviewed periodically by collaborating with stakeholders in airport. To address the infrastructure capacity constraint issue, Indonesia is in privatization process of airport by PPP

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		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 d) collaborate with airlines and key stakeholders.	scheme and already has issued standards for PPP by considering IATA framework and ICAO guidance without compromising regulation regarding investment.
DP/6/4	Action Item 56/25	The Conference urged the States/Administrations to: a) recognise the benefits from ambitious multilateral air transport agreements that go beyond market access, including collaboration in capacity-building, aviation safety and doing business issues; b) request ICAO to continue the work relating to promoting the benefits from market liberalisation and potential building blocks and identifying barriers; c) to examine successful multilateral air transport agreements such as ASEAN Open Skies Agreements and Europe Common Aviation Area agreements to understand key lessons to develop processes and guidelines in achieving multi-lateral liberalisation; and d) to consider smaller scale multi-party liberalisation approach as a stepping stone to achieving a global international multilateral agreement on market access liberalisation aligned with ICAO's long-term vision on market liberalisation.	Indonesia already has sub-regional agreement under Multilateral Agreement on Air Services (MAAS) which are BIMP-EAGA and IMT-GT to support air connectivity and market access liberalization.
DP/7/1	Action Item 56/26	The Conference: a) encouraged those States that have not yet developed or updated their States' Action Plans with quantified data to do so as soon as possible; b) invited States to voluntarily participate in the pilot phase of the CORSIA from 2021; c) urged States 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	a) Indonesia has developed State's Action Plan since 2012 and has updated it twice, in 2015 and December 2021. b) Indonesia has advised ICAO to voluntarily participate in the pilot phase of CORSIA from 2021. c) Indonesia has successfully encouraged its airplane operators to perform CORSIA MRV activities from 1 January 2019 up to date. Indonesia has successfully submitted 2019 and 2020 CO2 emissions data through

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		State making its contribution to the best of its ability.	CORSIA Central Registry (CCR), and now working on 2021 CO2 emissions data submission. d) Indonesia supported the Assembly decision to implement the CORSIA in the 39th ICAO Assembly and has volunteered to participate in the first implementation phase. This historic global agreement will also require a strong international cooperation. Indonesia has committed to facilitate regional cooperation as a pilot country. Taking into account the CORSIA SARPs adoption in 2018 and its MRV implementation from 1 January 2019, Indonesia is preparing the establishment of CORSIA infrastructures such as a formal MRV and offsetting requirements, assessment and application of Emissions Units and national registry where the management of all these activities will be coordinated by the DGCA.
DP/7/2 **DP/7/8**	Action Item 56/27	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	a) Indonesia supports ICAO's leadership on aviation environmental protection issues, in particular, to provide its Member States with continuous assistance to implement CORSIA and the in-sector measures including technology improvement, operational improvement, and the use of Sustainable Aviation Fuels, with a spirit of no country left behind. Indonesia also encourages stronger cooperation and collaboration between the States in the region, under ICAO coordination, to expedite and improve States' capability to implement the ICAO's policy on environmental protection. b) Indonesia has included the environmental protection in the Strategic Plan of DGCA Indonesia in period 2020-

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		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 eligible emissions units and CORSIA eligible fuels for emissions offsetting in CORSIA.	2024 which is stated in DG Decree and has established the Task Force of Climate Change and Green-House-Gas of Civil Aviation Sub Sector since 2013 with one of the tasks is to propose and implement the State Action Plan in reducing emission from aviation sector. c) Indonesia has actively participated in the ICAO ACT-CORSIA capacity-building activities since 2018, including the CORSIA buddy partnerships with Australia. Indonesia also supported some one-on-one or group collaboration with the neighboring States to improve knowledge on CORSIA implementation. d) Indonesia has participated in several stocktaking seminars/workshops as well as LTAG meetings. In relation to the development and deployment of SAF, Indonesia is developing a sustainable Bio-Avtur using Palm Oil feedstock and co-processing method. The sample has been tested in an aircraft engine test cell and demo flight using CN-235 aircraft. The result shows that the engine performance was as good as using conventional avtur. e) Until mid-2021, Indonesia National Accreditation Body (BKN KAN), in coordination with DGCA Indonesia, has accredited three Local Verification Bodies (VB) for the CORSIA scheme. The CORSIA Verification Bodies will need more knowledge and experience on CORSIA eligible Emissions Units. f) Agree
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.	Indonesia already adopted and encouraged the utilization of ACERT tools as part of mitigation actions at airports. The use of ACERT is strongly encouraged under DGCA Decree since 2017.

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DP/8/1	Action Item 56 /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.	Indonesia supports the Action Item 56/29
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	CHRDCA as a Platinum Training Center of Excellence ICAO TPP Member, already adopted the ICAO Trainair Plus Methodology to conduct the training and develop training package. Pedagogy in compiling and conducting training refers to Training Development Guide (TDG) Competency Based Training Methodology (Doc 9941).
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.	Indonesia supports APEX to be included into GASP 2023-2025 Edition.
DP/8/14	Action Item 56/32	The Conference urged States/Administrations to: a) note the wide range of projects and trainings managed and implemented worldwide and in the APAC Region by the ICAO Technical Cooperation Bureau and the Global Aviation Training Office; b) work with ICAO TCB as a partner for implementation of their civil aviation projects as well as encourage other aviation stakeholders in this regard; c) encourage additional training organizations in the APAC Region to join TrainAir Plus Programme to benefit from its numerous training solutions	Indonesia has 3 memberships of TRAINAIR PLUS i.e. CHRDCA Platinum Training Center of Excellene, Indonesian Aviation Polytechnic of Curug Associate Member (Bronze) and Indonesian Civil Pilot Acadamy of Banyuwangi as an Associate Member (Bronze). CHRDCA already developed 5 STPs, consist of: 1. Ramp Safety Awareness 2. Aviation Fire Fighting Foam Evaluation 3. Foam Tender Operation and Defense Driving

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		and competency development activities; and d) utilize courses listed in the ICAO Course Catalogue.	4. Area Control Surveillance Refresher Course 5. Aerodrome Control Refresher CHRDCA has planned develop STP / ITP to cover more training needs. Indonesia still conducts classroom and virtual classroom ICAO TRAINAIR PLUS training. And also Indonesia will receive an award from ICAO GAT as the highest number of trainees in ICAO Training Packages (ITP)-virtual delivery for the period 2020-2021 (18 deliveries of virtual classroom ITPs with 245 trainees) in ICAO Global Implementation Support Symposium (GISS) 2022 in Istanbul, Turkey. Indonesia and ICAO jointly established the Developing Countries Training Programme (DCTP) in 2022. Sponsored by the Indonesia Government and administered by the ICAO Technical Cooperation Bureau, the DCTP provides fellowships for specialised training programmes conducted by the Human Resources Development in Transportation Agency (HRDTA). The DCTP Fellowships courses at 2021 consist of: Managing Aviation Training Intelligence (MATI), CORSIA Verification (CORSIA EN) and Training Managers Course (TMC). The DCTP Fellowships courses at 2022 consist of: CORSIA Verification (CORSIA EN), Air Cargo Safety Management (ACSM EN) and Training Managers Course (TMC EN).

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colspan="4"	**Agenda Item 9a - Beijing Declaration – Follow up and way forward**		

	Action Item 56/33	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.	

	Action Item 56 / 34	Recognizing the Ministers' commitment to implement the Beijing Declaration, and noting the progress in implementing these commitments in the APAC Region, the Conference:
		
		a) encouraged the States/Administrations to:
		
		   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;
			i. Indonesia commits to continue consistent efforts to achieve targets in the Beijing Declaration in a harmonized manner. (The updates on Beijing Declaration Commitment is provided in the attached document)
			
			iii. Indonesia has developed NASP 2021-2023 and in the implementation phase.
			
			v. ICAO team comprises each Directorates in the DGCA representing 8 areas, monitoring the self-monitoring function using USOAP tools, to ensure sustainability of safety oversight system.
			
			vi. Indonesia collaborate with ASEAN member in implementation of recognition of oversight system eq. MRA on FCL (mutual recognition arrangement on flight crew licensing)

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		vi. use regional and sub-regional collaboration mechanisms and bilateral partnerships for sharing resources and the assistance required with implementation; vii. enhance States' collaboration, share lessons learned and successes; viii. ensure that correct and up-to-date statistics are reported timely to the Regional Office in the preparation for the next Ministerial Conference in 2020; and ix. pay close attention to the outcomes of the 40th Assembly and its impact on the Aviation Safety and Air Navigation Services; and b) requested ICAO to: i. conduct more regular validations under USOAP; ii. conduct Combined Action Team (CAT) missions specific to SSP; and iii. revise the Beijing Ministerial Declaration Section 3 on AIG at the next opportunity based on the current applicable ICAO provisions and guidance to establish a permanent independent investigation authority in addition to regional/sub-regional accident investigation authority wherever possible, and with the addition of a target timeframe for implementation.	
DP/12a/1	Action Item 56/35	The Conference urged: a) States/Administrations to: i. note the results from the survey, especially the challenges in effective implementation in all five key areas and the gaps in the existing support, as well as the diversity of needs across the region and that such, assistance and support would have to continue to be more targeted and customised;	(iii) Indonesia basically supports the idea of the importance of state letter management in member States. As stated on the 56th DGCA Conference working paper regarding Regional Cooperation Mechanism Task Force Progress Report presented by RCM Task Force, which invites the Conference to pay attention to best practices on State Letter management, Indonesia agrees to the concept of dedicated unit interfacing with

Discussion Paper No.	Action Item	Description	Indonesia Position

		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;
		
		   iv. consider the identified support mechanisms for technical assistance and the enhanced roles of other International Organizations and industry partners to complement ICAO APAC RO efforts;
		   v. consider the survey findings in the development of future plans for technical assistance; and
		
		b) ICAO APAC RO to enhance support for technical assistance as well as monitor and coordinate work of Workgroups/Taskforce for the region.
			ICAO and assigning State Letters to appropriate person in the principal of timeliness during monitoring and oversight of the progress.
			
			As an update, starting from 2016 up to now, the handling of ICAO state letter management in Indonesia is dedicated to the international cooperation department, which previously, the task only carried out by certain officials with no designated unit. Appropriate technical directorates or other related units are also assigned to follow up any substantive action as requested in the state letter. To ensure the handling, management and responding of State Letters we even establish a Task Force which are updated every year.
			
			Timeliness in monitoring and reporting to High Level officials in periodical manner and timely submission of response of received State Letter to ICAO become main indicator of the department works.
			
			In the meantime, Indonesia also supports the idea of requesting ICAO APAC RO to implement the suggested initiatives to simplify State Letters by providing a summary of the content with clear actions and timelines for States/Administrations to meet.

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.	Indonesia agrees on this item.