

56TH CONFERENCE OF DIRECTORS GENERAL OF CIVIL AVIATION ASIA AND PACIFIC REGIONS
LIST OF ACTION ITEMS ARISING FROM THE 56th DGCA CONFERENCE

DP No.	Action Item	Description	Action by Relevant Dte / Branch
Agenda Item 1 – Theme Topic “Harmonizing efforts to meet the capacity constraints”			
DP/1a/1 DP/1a/8 DP/8/3	Action Item 56/1	<p>The Conference:</p> <p>a) while recognizing the benefits delivered by CAT missions in furtherance of ICAO’s NCLB initiative, urged ICAO to conduct CAT missions and other similar assistance programs 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 program and ICAO’s IPAV program; and</p> <p>iii. collaborate through providing financial contributions and in-kind technical assistance to neighboring</p>	<p>a) ICAO has conducted CAT Mission for Pakistan in December 2019. PCAA has benefited from this CAT Mission and similar assistance programs conducted virtually from the platform of COSCAP-SA for preparation of ICAO USOAP Audit which was conducted in December 2021.</p> <p>b)</p> <p>i) PCAA is continuously adhering to the ICAO guidelines to develop and strengthen regional and sub-regional cooperation in order to promote the highest degree of aviation safety and security.</p> <p>ii) PCAA is committed to provide volunteer technical experts to ICAO APAC CAT Mission program and ICAO’s IPAV program.</p> <p>iii) PCAA has collaborated and provided financial contribution to the ICAO Global Location of an Aircraft in Distress Repository (LADR). Further, PCAA is continuously providing Technical assistance to our neighbor CAA Sri Lanka under COSCAP-SA program of SOUTH ASIA CAPACITY BUILDING MATRIX (SACBM) in the field of Instrument flight procedure design.</p>

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		States/Administrations including membership of sub-regional cooperative arrangements to meet capacity constraints of the region.													
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>PCAA agrees to support and extend collaboration in the implementation of ATM projects to harmonize efforts in the ANS focus areas (<i>ATM, AIM, PBN, ADS-B, Civil Military cooperation</i>) of Beijing declaration. In this regard ATM up-gradation plan has been initiated in coherence with National Aviation Policy 2019 and National Air Navigation Plan. PCAA is progressing well to achieve the targeted timelines decided in Beijing Declaration. Details are appended below:</p> <p><u>TRANSITION FROM A.I.S TO A.I.M:</u> Pakistan CAA (PCAA) has started process of transition from AIS to AIM in late 2015 by introducing M/s IDS AirNAV Italy AIM system. The previous roadmap to AIS-AIM transition has been transformed into “Regional AIM Plan Monitoring And Reporting Form” (AIM Performance Indicators) by ICAO with additional requirements related to SWIM capability. According to report of Ninth Meeting of the South Asia/Indian Ocean ATM Coordination Group (SAIOACG/9) held in Bangkok, Thailand, 26 – 30 March 2019, AIM branch of PCAA ranked 7th in Asia/Pacific in Regional AIS – AIM Implementation. Further, performance indicators in Regional AIM capability is summarized as follows, (Submitted in ICAO AAITF/17 forum for year 2022).</p> <table border="1"> <thead> <tr> <th>Phases</th> <th>Pakistan AIM Compliance</th> <th>APAC Region, Compliance</th> </tr> </thead> <tbody> <tr> <td>Phase-I</td> <td>95.5% achieved</td> <td>54.0% achieved</td> </tr> <tr> <td>Phase-II</td> <td>84.3% achieved</td> <td>39.0% achieved</td> </tr> <tr> <td>Phase-III</td> <td>66.6% achieved</td> <td>In progress(to be implemented in the year 2026)</td> </tr> </tbody> </table> <p><u>Note: Overall Compliance of Pakistan: 88%</u></p> <p>AIM Branch of PCAA is also working in close coordination with ICAO APAC office with regards to recent developments in the field of AIM, SWIM etc. with the perspective of Aviation System Block Upgrade (ASBU) of Global Air Navigation Plan (GANP).</p>	Phases	Pakistan AIM Compliance	APAC Region, Compliance	Phase-I	95.5% achieved	54.0% achieved	Phase-II	84.3% achieved	39.0% achieved	Phase-III	66.6% achieved	In progress(to be implemented in the year 2026)
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			<p>The progress with regards to implementation of ATM project is stated below:</p> <p>a) <u>PBN IMPLEMENTATION:</u></p> <table border="1" data-bbox="987 408 1892 584"> <thead> <tr> <th>Phases</th> <th>Status</th> </tr> </thead> <tbody> <tr> <td>Approach</td> <td>100% Completed</td> </tr> <tr> <td>Departures</td> <td>80% achieved</td> </tr> <tr> <td>En-route</td> <td>100% complaint with the ICAO Regional Air Navigation Agreement (RANA).</td> </tr> </tbody> </table> <p>b) <u>COMMON GROUND / GROUND TELECOMMUNICATION INFRASTRUCTURE TO SUPPORT ANS APPLICATIONS:</u></p> <p>Latest Infrastructure is in place and working satisfactorily with all neighboring and loop stations except with Afghanistan due current geo political situation of the State. Redundant / fail-safe media of connectivity are also ensured.</p> <p>c) <u>ENHANCEMENT OF CIVIL / MILITARY COOPERATION:</u> Civil/Military coordination meetings are being held from time to time for effective utilization of airspace for safe flow of air traffic.</p> <p>d) <u>ENHANCEMENT OF SURVEILLANCE CAPABILITY:</u> In order to enhance surveillance capability:</p> <ol style="list-style-type: none"> i. 03 advance upgraded MSSR / PSR surveillance system along with Mode S transponder capabilities have been installed at Karachi, Lahore and Islamabad. Each MSSR / PSR provided the coverage range of 250NM and 100 NM respectively. ii. 04 MSSR collocated with ADS-B and 05 additional remote ADS-B has been installed at locations where MSSR coverage was not available. <p>e) <u>ATFM /CDM IMPLEMENTATION FOR HIGH DENSITY AIRPORTS:</u> (Pakistan does not fall in the high density airport list.)</p>	Phases	Status	Approach	100% Completed	Departures	80% achieved	En-route	100% complaint with the ICAO Regional Air Navigation Agreement (RANA).
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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. 	<ul style="list-style-type: none"> a) PCAA in all its new projects gives due diligence to induction of latest and advanced technologies to ensure safety and security at its airports. In its endeavor, PCAA has introduced CT Scanning machines, Facial Recognition Cameras and extensive use of CCTV cameras at the airports. b) PCAA while realizing the importance of training is always exploring new venues to train its employees. In spite of pandemic, in last three years in addition to internal training cycles, employees also received training with the assistance of ICAO, UNODC and DfT-UK. c) PCAA undertakes business case analysis for the induction of new technologies including, but not limited to, Computed Tomography (CT) Baggage Scanning Machines, Surveillance Systems (Facial Recognition Capabilities) and Intrusion Detection Systems. Analysis (i.e. working papers / feasibility studies) include the cost-benefit analysis to determine the performance, reliability, maintainability, and supportability of the said technology. Similarly, related trainings both operational and maintenance are given significant importance, to ensure the persons working with the technology are equipped with the requisite knowledge to reap maximum benefits from the advanced technology.
DP/1a/4	Action Item 56/4	<p>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>	<p>PCAA has recently availed services of COSCAP-SA experts to update its Regulations and Air Navigation Orders for improving safety oversight processes. Additionally, recent ICAO USOAP Audit and previous CAT Missions also benefited PCAA in this respect.</p> <p>In addition, PCAA introduced a risk based approach in aircraft inspection through Ramp Inspection Program, which is very similar to EASA SAFA Program.</p>

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<p>DP/1a/9 DP/12a/2</p>	<p>Action Item 56/5</p>	<p>The Conference urged States/Administrations to:</p> <p>a) accelerate progress under the Beijing Declaration, provide customized assistance to the Pacific Island States, and work with ICAO on its technical assistance program and capacity building activities for the region;</p> <p>b) work cooperatively to ensure that the Asia-Pacific's representation on the Council is not diminished;</p> <p>c) support the ratification of the amendments to Articles 50 (a) and 56 of the Chicago Convention to enlarge the Council and ANC; and</p> <p>d) make use of the 2019 ICAO Treaty Event to be held on 24-25 September 2019 in the margins of the 40th Assembly Session, to deposit instruments of ratification or accession to these or any other treaty for which ICAO acts as Depositary.</p>	<p>a) PCAA is ready to provide assistance to the Pacific Island States, and work with ICAO on its technical assistance program and capacity building activities for the region in the following aspects</p> <ul style="list-style-type: none"> i. ATS/ ATM Regulatory ii. Instrument Flight Procedure Design Regulatory iii. Aerodrome Certification iv. Airstrip licensing v. OLS criteria vi. CNS Surveillance <p>b) Agreed. State will ensure regular technical representations in all spheres of aviation regionally as well as globally.</p> <p>c) Pakistan has ratified and deposited the instrument of ratification of the amendments to Articles 50 (a) and 56 of the Chicago Convention to enlarge the Council and ANC in March 2021.</p> <p>d) Pakistan has already ratified (a) Protocol Relating to Amendment to the Convention on International Civil Aviation [Article 50(a)], signed at Montréal on 6 October 2016 & (b) Protocol Relating to an Amendment to the Convention on International Civil Aviation [Article 56], signed at Montréal on 6 October 2016. However, the following Treaties are yet to be ratified and / or acceded to by Pakistan (these are under process);</p> <ul style="list-style-type: none"> i) Convention on the Suppression of Unlawful Acts Relating to International Civil Aviation, done at Beijing on 10 September 2010 ii) Protocol Supplementary to the Convention for the Suppression of Unlawful Seizure of Aircraft, done at Beijing on 10 September 2010 iii) Protocol to Amend the Convention on Offences and Certain Other Acts Committed on Board Aircraft, done at Montréal on 4 April 2014
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DP/1a/10	Action Item 56/6	<p>The Conference urged:</p> <p>a) APANPIRG to support the implementation of the sixth edition of the GANP;</p> <p>b) States to support the GANP by the development and maintenance of a national air navigation plan and its supporting documents to align with the GANP and regional air navigation plan; and</p> <p>c) APANPIRG and the ICAO Asia and Pacific Office & Regional Sub Office to facilitate and coordinate such activities to ensure regional harmonization and alignment to the GANP.</p>	<p>a) ICAO Doc GANP-9750 demands that “an Air Navigation plan of a contracting state should present an;</p> <p>i) <i>integrated,</i></p> <p>ii) <i>harmonized and</i></p> <p>iii) <i>globally interoperable ATM system</i></p> <p>PCAA fully supports such activities of the GANP to ensure Regional harmonization.</p> <p>b) In light of Para a), PCAA has developed National Air Navigation Plan (2019 to 2024) and successfully completed two phases.</p> <p>PHASE-1: (implemented)</p> <p>➤ Activation / Operationalization of ACC Islamabad;</p> <p>PHASE-2: (implemented)</p> <p>➤ Shifting Karachi Sector North to ACC Lahore (Lahore Sector South)</p> <p>➤ Establishment of Karachi Sector Center (in process)</p> <p>The timeline for implementation of third phase of ANP is 29thDecember, 2022.</p> <p>PHASE-3: (in progress)</p> <p>➤ Establishment of Karachi Terminal Area Control (130 NM around Karachi)</p> <p>c) Pertaining to ICAO regional office</p>
Agenda Item 3 – Aviation Safety			
DP/3/1	Action Item 56/7	<p>The Conference:</p> <p>a) agreed on the importance of prioritizing the implementation of the GEUSR and AN-Conf/13 recommendations, being mindful of the implications for small states with significantly less</p>	<p>a) PCAA is agreed with the amendment/changing in the methodology of USOAP-CMA activity in accordance with the recommendations of GEUSR (Group of Expert USOAP-CMA Structured Review) and is already working on the self-assessment in accordance with Protocol Questions 2020 Edition. PCAA also intends to move from Compliance base oversight to performance base over sight and then Risk base over sight.</p>

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		<p>resources, especially the States covered by the current Pacific Small Islands Developing States Study conducted by ICAO;</p> <p>b) agreed the enhancement of the USOAP-CMA process should provide a more proportionate and risk-based system; and</p> <p>c) noted the need for States and international organizations to provide support to ICAO to undertake this work in a timely manner.</p>	<p>b) Agreed.</p> <p>c) Continuous process</p>
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.	PCAA generally support the initiative of ICAO for establishing Global Aviation Safety Oversight System (GASOS). This program will provide all States, including APAC Region, access to ICAO recognized safety oversight organizations that can effectively assist them in the implementation of their safety oversight obligations. PCAA clarified that it will support RSOO subject to no additional funding to the program as compared with the existing COSCAP-SA Program.
DP/3/3	Action Item 56/9	<p>The Conference:</p> <p>a) encouraged States/Administrations to share best practices in equipping their safety</p>	<p>PCAA agrees with the initiative and offers its practices for adoption by other States / Administrations in the following disciplines:</p> <p>a1. ANS Inspector Handbook (MNL-001-DRAN-4.0) is developed to provide guidelines to ANS inspectors to carry out their responsibilities efficiently and effectively. The recent version of ANS Inspector Handbook also contains timelines for the resolution of safety issues. The handbook contains various checklists i.e. Pre-Audit/Inspection Preparation Process</p>

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		<p>inspectors for more effective safety management;</p> <p>b) requested ICAO and States/Administrations to develop more tools and guidance materials to build the new competencies of its safety inspectors and incorporate them in the training programs and guidance material; and</p> <p>c) requested ICAO to incorporate these new competencies in training programs and guidance materials.</p>	<p>Checklist, Surprise Inspection Process Checklist, Inspection Checklist for Various areas under the domains of ANS, feedback Forms for ANSP, parallel report Form, etc.</p> <p>a2. Annual Safety oversight is planned, disseminated and followed by the ANS Inspectorate branch. In addition, surprise & random inspections are also carried out.</p> <p>a3. The Safety Data Collection Process System (SDCPS) Software as an advanced tool is being used by the Safety Oversight Inspectors to monitor safety-related occurrences including trend analysis.</p> <p>a4. Daily "Incident, Occurrence, Unserviceability (IOU) Report" Software has been developed to report safety-related incidents, occurrences and un-service-abilities in a timely manner.</p> <p>b. A software (Safety Oversight Management System (SOMS) is currently under development for automation of Safety Oversight System of ANS. The same will be utilized for forwarding safety oversight findings, submission of Corrective Action Plan (CAPs) including relevant evidences, documents etc. In addition to other potential benefits, this will facilitate the safety Oversight Inspector to ensure proper follow-up of findings & resolution of safety issues.</p> <p>PCAA has enhanced its tools and guidance materials and has scored reasonably well in CE 5 in current USOAP activity.</p> <p>c). Whenever ICAO adopts or incorporates new competencies the same will be incorporated into the Inspector handbook.</p>
DP/3/4	Action Item 56/10	<p>The Conference urged States/Administrations to:</p> <p>a) harness and optimise resources to develop safety data collection and analytic capabilities for the fulfilment of regional and global aviation</p>	<p>a) The SDCPS software was started in Pakistan in 2019; it consists of 8 modules having all the critical safety data analysis as defined in GASP. It provides the analysis of high risk events pertaining to service providers' (ANS/APS & Airline operators) functions, reflecting the alert levels w.r.t SPIs. These SPIs were selected in collaboration of all stakeholders.</p>

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		<p>safety priorities and objectives in relation to the GASP in collaboration with industry partners; and</p> <p>b) collaborate with industry partners on exchange of best practices in safety information sharing and analysis, and share methodologies for safety risk identification, analysis and mitigation to allow ease of safety information exchange and synergy in alignment and benchmarking of safety studies among different programs.</p>	<p>b) Pakistan has also offered the services /guidance for the states in the region apropos to the SDCPS at the forum of APRAST in recent meeting. Data sharing and exchange of best industry practices will be started soon with the approval of competent authority.</p>
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.	Pertain to ICAO
DP/3/24	Action Item 56/12	The Conference urged States/Administrations to note the various challenges posed by the commercial drone operations, consider learning from the experiences of States with more mature regulatory frameworks as well as engagement with ICAO and JARUS, and explore the utility of the SORA tool to facilitate regulatory development in UAS.	Noted

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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.	<p>PCAA is constantly working of Safety performance management.</p> <p>The Process of safety performance management is being carried out in PCAA through one of the module of SDCPS i.e. “Safety Performance” module. The process is defined in CAAO-038-MSXX (soft copy is attached).</p>
Agenda Item 4 - Air Navigation			
DP/4/1	Action Item 56/14	<p>The Conference urged States/Administrations to:</p> <p>a) sensitize 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;</p> <p>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</p>	<p>a) PCAA is in process for the constitution of high level strategic civil military cooperation committee. In addition, efforts are in hand to reduce / narrow the time windows and curtail the number of days required to conduct any such activity. All effected / concerned Flight Information Regions (FIRs) are informed well in advance to enable concerned States to issue respective restriction in its airspace through NOTAM</p> <p>b) Necessary amendments in light with the guidance provided during the APANPIRG meeting has been noted and compliance with convention related to international airspace will be adhered.</p>

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		<p>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;</p> <p>c) accelerate efforts to provide ICAO with the input considered necessary to validate the description of FIRs in the RANP; and</p> <p>d) engage in the Regional discussion and effort to accelerate progress of the Asia/Pacific Region to implement the Seamless ATM (ANS) Plan, including an emphasis on whole-of government planning using NANPs (which had been endorsed by the Ministers of Civil Aviation in the Beijing Declaration).</p>	<p>c) Karachi FIR data was approved by ICAO Council on 9th March 2021, however Lahore FIR boundary data is yet to be vetted by India. ICAO suggested to resolve this issue by bilateral negotiation. PCAA prepared new Air Navigation Plan (ANP) where Karachi and Lahore FIR's coordinates has been changed and new coordinates were sent to India but reply still awaited.</p> <p>d) The said matter will be updated upon receipt of reply from India. PCAA, in line with the requirements of seamless ATM (ANS) Plan, has developed and implemented National Air Navigation Plan (2019-2024).</p>
DP/4/2	Action Item 56/15	<p>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.</p>	<p>PCAA has implemented Automatic Dependent Surveillance–Broadcast (ADS–B) surveillance system covering entire Pakistan airspace.</p> <p>Four (04) Monopulse Secondary Surveillance Radar (MSSR) collocated with ADS-B and 05 additional remote ADS-B has been installed at locations where MSSR coverage was not available.</p> <p>The sharing of ADS-B data with adjacent States may be adopted on reciprocating basis.</p>

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DP/4/3	Action Item 56/16	<p>The Conference:</p> <p>a) recognized the benefits of ANS performance measurement and the challenges in its implementation and noted that support to ICAO is necessary to develop a KPI framework guidance document for Air Navigation Services Providers (ANSPs); and</p> <p>b) encouraged Asia and Pacific States, APANPIRG and the aviation industry to use the 6th edition of the GANP together with the future guidance document in the implementation of performance management.</p>	<p>a) PCAA support the conference recommendations and once the KPI framework issued by ICAO, will be utilized to facilitate ANSP performance measurement;</p> <p>b) PCAA support the conference recommendations and once the KPI framework, together with 6th edition of the GANP, issued by ICAO will be utilized to facilitate ANSP performance management.</p>
DP/4/22	Action Item 56/17	<p>The Conference noted that the Pacific Islands Forum established policies on the management of Pacific Upper Airspace and requested the concerned States to follow the norms established by ICAO in this regard.</p>	<p>No COMMENTS since Pakistan <i>is not the concerned state</i>.</p>
Agenda Item 5 - Aviation Security and Facilitation			
DP/5/1	Action Item 56/18	<p>The Conference urged States / Administrations to:</p> <p>a) implement all the Annex 9 Standards related to the ICAO TRIP Strategy;</p>	<p>a) PCAA has taken up the matter with relevant department i-e Immigration Authority for implementation of Travelers Identification Program (TRIP). It requires establishing appropriate mandatory and global interoperable standards and specifications related to (API, PNR, & e MRTD), which is under deliberation.</p>

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		<p>b) establish a National Air Transport Facilitation Program (NATFP) and associated Committees in accordance with the relevant Annex 9 Standards;</p> <p>c) commit to invest in instituting robust civil registration systems to support issuance of reliable eMRTD; and</p> <p>d) endeavour to join the ICAO PKD as a means to authenticate travel documents in order to facilitate passengers clearance and neutralize the activities of cross-border criminality.</p>	<p>b) National Air Transport Facilitation Committee (NATFC) has been established and continues to work within its assigned mandate.</p> <p>c) Directorate General (Immigration & Passport) GoP has launched e-passport / eMRTD which is fully compliant with ICAO.</p> <p>d) PCAA is working ICAO PKD in liaison with internal stakeholders and ICAO.</p>
<p>DP/5/4 DP/5/7 DP/5/14</p>	<p>Action Item 56/19</p>	<p>The Conference:</p> <p>a) encouraged States/Administrations to implement automated facilities for passenger processing, in reference to ICAO Annex 9 Recommended Practice 6.8 and Annex 17, as a means to increase efficiency of passenger facilitation at their airports; and</p>	<p>a) PCAA is transforming airport services and planning to install automated facilities for passenger processing in light of ICAO Annex 9 Recommended practice 6.8 and Annex-17. We are also working on implementing electronic processing (E-Gates) at Pakistani airports.</p>

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		<p>b) encouraged States/Administrations to adopt ground operational efficiency standards, where necessary and practicable, noting the pace and extent of such adoption should take into account each State's socio-economic and political environment, as well as each airport's unique operating context.</p>	<p>b) The ground operational efficiency is being ensured and no significant problems are reported by airline in this regard</p>
<p>DP/5/2 DP/5/5 DP/5/12</p>	<p>Action Item 56/20</p>	<p>The Conference urged States/Administrations to:</p> <p>a) provide expertise and guidance to the ICAO on performance metrics to determine the effectiveness of capacity building activities in a timely manner;</p> <p>b) provide information to ICAO to support the task of mapping capacity-building resources, providers and activities;</p> <p>c) support ICAO in the development and delivery of aviation security training to the extent possible in line with the Global Aviation Security Training Policy endorsed by the 30th AVSEC Panel;</p>	<p>a) Pakistan Civil Aviation Authority (PCAA) is actively involved in delivery of AVSEC training courses to the entire aviation industry in Pakistan. However, PCAA requires particular technical assistance from ICAO to enhance the expertise of its AVSEC personnel. In this regard, the ICAO Implementation Support and Development Section (Security) was approached by PCAA who agreed to prepare Aviation Security Improvement Plan in accordance with the requested trainings, However, the same could not be materialized due to the pandemic.</p> <p>b) Pakistan Civil Aviation Authority (PCAA) has been actively involved in responding to all 5 of the priority outcomes of GAsEP. PCAA actively participated in ICAO's year of security culture by launching a phase-wise focused "YOSC Campaign" throughout the county involving all stake holders. To inculcate sustainable security culture workshops, trainings, advisories, visual campaigns and seminar were held.</p>

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		<p>d) actively respond to ICAO GAsEP, continuously improve aviation security technology resources, promote technological innovation, and conduct exchanges and cooperation on best practices; and</p> <p>e) encourage Directors-General of Civil Aviation (DGCA) to attend the 3rd run of the DGCA's Program on AVSEC on 21 – 22 Sep 2019 in Montreal, Canada.</p>	<p>d) PCAA also ensured continuous focus on enhanced oversight and quality assurance activities throughout the COVID-19 pandemic. PCAA has also been actively working towards technological advancement and procurement of installation of state-of-the-art security equipment which includes provision of EDS, ETD screening machines and CCTV Cameras.</p> <p>e) The Director General, Pakistan Civil Aviation Authority attended the 3rd run of the DGCA Program on AVSEC on 21 – 22 Sep 2019 in Montreal, Canada.</p>
DP/5/6 DP/5/8	Action Item 56/21	<p>The Conference, noting the significance of cyber security, urged the States/Administrations to:</p> <p>a) promote the development of a cyber security culture across the aviation sector following the same model as safety and security culture including building dialogue, robust consultation, consensus, transparency and trust and effective communication and collaboration between all parties;</p> <p>b) encourage States and Industry to develop programs to build</p>	<p>a) To promote cyber security culture in aviation sector of Pakistan, PCAA is continuously conducting Cyber Security awareness programs in line with Aviation Cyber Security Policy (CAAO-001-SCXX-1.0) developed on the recommendations of ICAO-Annex-17 and ICAO Document 8973 guidelines.</p> <p>Furthermore, PCAA in compliance with the regulations of National Telecommunication & Information Security Board (NTISB) ensures circulation of cyber security advisories across CAA based on the threat identification.</p> <p>b) PCAA has formulated a team of Information Security Officers across all the Directorates of CAA to ensure cyber security implementation.</p>

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		<p>an aviation cyber security workforce that can respond to the challenge both now and into the future as well as educate the current aviation workforce on cyber security challenges; and</p> <p>c) request ICAO to focus on the development of principle-based guidance on aviation sector cyber-security to assist States with integrating aviation into national frameworks, and to provide guidance on the purpose and application of the trust framework.</p>	<p>The ISO's would primarily be responsible for development of cyber security standards and work with stake holders across the CAA to raise awareness of Cyber security, risk assessments and to ensure the implementation of controls.</p> <p>c) In the year 2021, State has developed National Computer Emergency Response rules and established National Computer Emergency Response Team (NCERT) to collaborate with stakeholders for industry incident management. PCAA is active member of NCERT.</p>
Agenda Item 6 - Economic Development of Air Transport			
DP/6/1	Action Item 56/22	<p>The Conference urged States/Administrations to:</p> <p>a) support ICAO's work for Economic Development of Air Transport;</p> <p>b) apply and follow ICAO's policies and guidance in the air transport field in their regulatory practices;</p> <p>c) provide statistics required by ICAO in a timely manner;</p> <p>d) use ICAO data, tools and analysis; and</p>	<p>(a) Pakistan has always been a proponent of ICAO's work on the Economic Development of Air Transport and always considers ICAO's work while dealing with matters relating to International Civil Aviation in line with our national interest.</p> <p>(b) Pakistan maintains a satisfactory level of compliance with ICAO's standards and recommended practices (SARPs) with reference to the regulation of air transport.</p> <p>(c) The requested data is provided as and when required by ICAO and in case of data required from operators the same is communicated in a timely manner</p> <p>(d) ICAO data is significant / integral part of aviation decision making and the recommendation has been noted.</p>

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		e) actively participate in the ICAO upcoming meetings.	(e) Pakistan participates in relevant ICAO meetings, especially that are considered essential for further progress in the field of International Civil Aviation
DP/6/2	Action Item 56/23	<p>The Conference urged States/Administrations to:</p> <p>a) reaffirm the importance and relevance of ICAO's Policies on Taxation in the Field of International Air Transport (Doc 8632) as the only industry-agreed standard for air transport taxation;</p> <p>b) recognize the fundamental difference between user charges and taxes and urge national authorities to clearly distinguish the two concepts;</p> <p>c) acknowledge significant social and economic benefits associated with air transport and risks associated with reduced benefits due to poorly designed and/or excessive taxation;</p> <p>d) acknowledge the importance of a Cost Benefit Analysis to taxation as a recommended decision-making tool in designing air transport-related taxes; and</p>	<p>(a) PCAA fully recognizes ICAO's Policies in the field of Taxation and recommended to the relevant government authority for implementation.</p> <p>(b) Pakistan CAA is well aware regarding principles behind aeronautical charges and understands the recommendations regarding taxation. Whenever, an opportunity arises the difference is communicated to the relevant authorities for taxation.</p> <p>(c) PCAA acknowledges the recommendation and will continue to support ICAO recommendations within its purview.</p> <p>(d) The importance of cost benefit analysis while designing air transport related taxes is kept in consideration and the same is communicated to relevant taxation authorities from time to time.</p>

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		<p>e) cooperate closely with IATA and ACI and other industry groups under the coordination of ICAO, on issues related to air transport taxation and engage more in the dialogue with Treasury Departments/Ministries of Finance and taxation authorities.</p>	<p>(e) Pakistan CAA is always willing to assist in dialogue between concerned taxation authorities and all the aviation industry stakeholders including IATA / ACI as and when considered necessary</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>a) Master Plans/ Layout Plans of all airports are available. However, PCAA is in process of hiring services of reputable consultants for updating these Master plans in line with the guidance issued by ICAO/FAA and on par with the modern aviation/airport practices and trends.</p> <p>b) Same as (a)</p> <p>c) Privatization in PCAA is not being pursued at the moment.</p>

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		d) collaborate with airlines and key stakeholders.	d) Noted
	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 liberalization 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 liberalization; and</p> <p>d) to consider smaller scale multi-party liberalization approach as a stepping stone</p>	<p>(a) Pakistan has always been a proponent of multilateralism and will continue to support any such initiatives in line with its policy and national interest.</p> <p>(b) Pakistan has always been a proponent of ICAO's work on development of air transport and will continue to support any such initiatives in line with its policy and national interest.</p> <p>(c) Same as (a)</p> <p>(d) Same as (a)</p>

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		to achieving a global international multilateral agreement on market access liberalization aligned with ICAO's long-term vision on market liberalization.	
Agenda Item 7 - Aviation and Environment			
DP/7/1	Action Item 56/26	<p>The Conference:</p> <p>a) encouraged those States that have not yet developed or updated their States' Action Plans with quantified data to do so as soon as possible;</p> <p>b) invited States to voluntarily participate in the pilot phase of the CORSIA from 2021;</p> <p>c) urged States with their aeroplane operators to progress necessary actions in MRV in 2019 and 2020 for the implementation of CORSIA; and</p> <p>d) invited States to implement CORSIA in a harmonized manner with every State making its contribution to the best of its ability.</p>	<p>a) PCAA is in the process of updating the State Action Plan which was initially developed in 2016. Airworthiness Directorate is in communication with ICAO to gain access to the Action Plan Emission Reduction (APER) tool for the correct development of the baseline scenario. It is hoped that the Updated State Action Plan for Pakistan will be developed in line with the guidance of ICAO and will be issued shortly.</p> <p>b) PCAA Airworthiness Directorate is in coordination with all stakeholders including state entities (Ministry of Climate Control) and aero plane operators for reviewing the present framework and the subsequent processes in case of voluntary participation.</p> <p>c) Presently, monitoring, reporting and verification (MRV) activities for aero plane operators which are eligibility for reporting in accordance with ICAO Annex 16 Vol – IV are being completed by the Pakistan and reporting to ICAO through the CORSIA Central Registry is being managed as per applicable timelines.</p> <p>d) PCAA is making all efforts for development of a suitable framework for the implementation of CORSIA in accordance with the guidance providing in ICAO documents. MRV requirements are being complied since 2019.</p>

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<p>DP/7/2 DP/7/8</p>	<p>Action Item 56/27</p>	<p>The Conference:</p> <p>a) reaffirms ICAO’s continuous leadership on environment issues relating to international aviation emissions, and the Assembly’s decision to implement a global market-based measure scheme in the form of CORSIA, determining it to be the market-based measure applying to CO2 emissions from international aviation;</p> <p>b) invited States to include environmental protection in their planning and implementation activities related to the improvement of the civil aviation system;</p> <p>c) encouraged States to participate in the ICAO ACT-CORSIA capacity building activities, including the CORSIA buddy partnerships, and request ICAO to align the technical assistance provided to States for a consistent CORSIA implementation;</p> <p>d) encouraged States to participate in the stocktaking and consider their involvement in the preparation of feasibility</p>	<p>a) PCAA has included environmental protection in the civil aviation system in lines with the requirements of ICAO Annexes and its guidance materials. State Action Plan has been developed and is being updated.</p> <p>b) PCAA is in the process of reviewing the development of workable framework for CORSIA and the same shall be implemented.</p> <p>c) Pakistan is actively taking advantage of the ICAO CORSIA Assistance, Capacity Building and Training (ACT) activities through the buddy partnership prospect. Republic of Korea is supporting us as required during this endeavor.</p> <p>d) Pakistan, presently is in the initial stages of recovering from the COVID – 19 and the development of a workable state action plan. The use of Sustainable Aviation Fuels (SAF) shall be reviewed as a part of the process of updating the State Action Plan.</p>
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		<p>studies to evaluate the potential for the future development and deployment of SAF;</p> <p>e) requested ICAO to work with interested States and the International Accreditation Forum (IAF) to meet the demand for accredited verification bodies to support the CORSIA implementation including through the provision of CORSIA Verification courses; and</p> <p>f) recognized the importance of timely ICAO guidance on CORSIA eligible emissions units and CORSIA eligible fuels for emissions offsetting in CORSIA.</p>	<p>e) Presently, PCAA is accepting verification reports from ICAO recognized verification bodies due to lack of the same in Pakistan.</p> <p>f) PCAA is presently only complying the mandatory requirements for CORSIA MRV. Pakistan at present is not involved in the offsetting part of 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 use of Airport Carbon and Emissions Reporting tool (ACERT) while updating the State Action Plan will be considered. The final decision shall be made after a review of amount of quantifiable information, available.
Agenda Item 8 - Technical and Regional Cooperation			

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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>	Pertain to ICAO
DP/8/2	Action Item 56/30	<p>The Conference, while recognizing the need to adopt learner-centered pedagogies to enhance competency training to equip NGAP to meet the aviation needs of the future, requested ICAO to develop guidelines to select technological training tools that supports competency based training, using learner-centered pedagogies, under the ICAO TRAINAIR PLUS Program.</p>	Pertain to ICAO
DP/8/11	Action Item 56/31	<p>The Conference encouraged States/Administrations to consider including APEX in Safety in their</p>	<p>Pakistan CAA has developed NASP and it is under the process of approval, the draft copy of latest version of NASP is forwarded to ICAO for including in new GASP edition. In addition to that, Pakistan CAA has drafted an ANO-003-XXSP (Safety Performance Management) for the</p>

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		National Aviation Safety Plan as a tool to improve compliance for Safety Enhancement Initiative-2 (SEI-2) in the 2020 – 2022 edition of GASP.	guidance. In the context of SEI-II development of a comprehensive regulatory oversight framework, status of PCAA is as under; a. Pakistan CAA has an independent safety oversight authority. b. Trainings, guidance and critical safety information provided to the inspectors in every area for smooth discharge of duties. c. Pakistan CAA has a proper system to recruit, train and retain qualified technical persons(inspectors). Airworthiness inspectors already have their allowance. PCAA has recently enhance the package of Ops inspectors; PCAA has approved the allowance for remaining regulatory inspectors up to 140% of basic salary. It is an effective system to attract and retain the inspectors.
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 Program to benefit from its numerous training solutions and competency development activities; and	a) NOTED b) PCAA has received invitations for various trainings under ICAO Technical Cooperation Bureau and Global Aviation Training every year. PCAA not only participate in such trainings but also encourage Pakistan aviation industry to participate in these trainings. c) PCAA has already acquired Train Air Plus program on full membership basis. Civil Aviation Training Institute (CATI) the Authorized Training Organization (ATO), has developed several Standardized Training Package (STP) Courses and trained a number of “Course Developers (CDs)” for preparation of STPs. Moreover, Civil Aviation Training Institute (CATI) Hyderabad Pakistan is aiming to enter into a long term relationship with prestigious universities and training organizations within Pakistan. While finalizing the MOU, CATI is making an effort to encourage all such universities and training organizations to join TrainAir Plus Programme.

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		d) utilize courses listed in the ICAO Course Catalogue.	d) PCAA is effectively utilizing the courses listed in the ICAO Course catalogue. Courses are analyzed on the basis of needs and requirements of PCAA employees and are duly participated when available.
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 programs to attract NGAP; and <p>b) ICAO to develop guidance materials to this effect.</p>	<p>a) PCAA comments are appended below:</p> <ul style="list-style-type: none"> i. Inspector / Regulatory rating Allowance matter has been approved ii. In-house capability to impart regulatory training is being developed and PCAA Regulatory Inspectors have attended various online courses / seminars / workshops / meetings. In this regard support from COSCAP-SA was acquired to conduct essential training to Pakistan. iii. Improvement of safety oversight functions is in process by utilizing SDCPS software tool for efficient identification / addressal of safety issues in the system. iv. PCAA is working on development of an innovative program to attract NGAP. <p>b) Pertains to ICAO</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:</p> <p>a) encouraged the States/Administrations to:</p> <p>i. continue their efforts to achieve the Beijing Declaration target dates;</p> <p>ii. apply political will to aviation safety regulation and oversight by linking to national priorities and plans supported by economic benefits;</p> <p>iii. develop policies and a National Aviation Safety Plan (NASP), including the implementation of a State Safety Program (SSP), developed with and endorsed by high-level in Government;</p> <p>iv. establish an appropriately organized, funded and empowered civil aviation system, structured to</p>	<p>a) (i) Pakistan is committed to achieve Beijing Declaration target dates and has accomplished the following milestones:</p> <ul style="list-style-type: none"> • Pakistan has undergone USOAP CMA audit in 2021 with EI score of 70.4 % which is above global average. • Pakistan CAA is committed to implement SSP by 2023 and is ahead of target line of 2025. Out of the four phases of SSP implementation, Pakistan has already completed three phases and is working on the 4th phase with target of December 2023. • Pakistan has successfully resolved SSC after full scale ICAO USOAP-CMA Audit conducted from 29th November to 10th December 2021. • All International airports in Pakistan are certified. • An exclusive safety data collection and processing system (SDCPS) has been developed in Pakistan CAA where all critical information/data has been collected, analyzed and monitored. • The vital aspect of aviation safety has already been emphasized in National Aviation Policy 2019. Broader features have been included for the guidance of stakeholders. <p>(ii) Pakistan government has shown overwhelming support towards aviation safety and oversight by emphasizing the same in National Aviation Policy 2019 for achieving economic benefits.</p> <p>(iii) National Aviation Policy 2019 has already been developed and endorsed by high level in the government. NASP has been developed and it is in the process of approval from high level in the government. Moreover, Pakistan is already in the final phase of implementation of SSP.</p> <p>(iv) Civil Aviation System is professionally and effectively structured under the control of an independent Regularity Division of PCAA. The system is organized without conflict of interest in ensuring Safety Oversight of Aviation Sector.</p>
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		<p>effectively fulfil the tasks that it is expected to undertake;</p> <p>v. have specific action plans and perform continuous self-monitoring, using USOAP tools and supported by ICAO APAC Regional Office, COSCAPs and PASO;</p> <p>vi. use regional and sub-regional collaboration mechanisms and bilateral partnerships for sharing resources and the assistance required with implementation;</p> <p>vii. enhance States' collaboration, share lessons learned and successes;</p> <p>viii. Ensure that correct and up-to-date statistics are reported timely to the Regional Office in the preparation for the next Ministerial Conference in 2020; and</p> <p>ix. pay close attention to the outcomes of the 40th Assembly and its impact</p>	<p>(v) PCAA is committed to perform continuous self-monitoring of its oversight functions in line with ICAO guidance.</p> <p>(vi) PCAA is already utilizing regional support from ICAO APAC/ COSCAP forums and appreciate the continuity of such mechanism.</p> <p>(vii) Pakistan is ready to share its experience with other states in the domain of flight procedure design, SDCPS and safety trainings.</p> <p>(viii) Up-to-date obligatory data is being shared with the ICAO / APAC offices.</p> <p>(ix) Noted.</p>
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		<p>on the Aviation Safety and Air Navigation Services; and</p> <p>b) requested ICAO to:</p> <p>i. conduct more regular validations under USOAP;</p> <p>ii. conduct Combined Action Team (CAT) missions specific to SSP; and</p> <p>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.</p>	<p>b) Pertains to ICAO.</p>
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>	<p>a)</p>

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		<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 customized; ii. note the governance approach outlined in this report, including use of the Terms of Reference (ToR) template by APAC regional groups to review existing and new ToR, while taking in to account any A-40 Resolutions in this regard and the RCM TF would 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 	<ul style="list-style-type: none"> i. NOTED ii. NOTED iii. NOTED
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		<p>practices for the management of State Letters as well as request ICAO to implement the suggested initiatives; and</p> <p>iv. consider the identified support mechanisms for technical assistance and the enhanced roles of other International Organizations and industry partners to complement ICAO APAC RO efforts; and</p> <p>b) ICAO APAC RO to enhance support for technical assistance.</p>	<p>iv. NOTED</p> <p>b) Pertains to Regional office ICAO APAC</p>
DP/12b/1	Action Item 56/36	<p>The Conference adopted “Promoting ICAO Gender Equality Program 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 info papers.</p>	NOTED