LIST OF ACTION ITEMS ARISING FROM THE 56TH DGCA CONFERENCE

Discussion Paper No.	Action Item - Description	Response
**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** 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.	a) N/A b) Thailand – has been continuously further strengthening regional and sub-regional cooperation in order to promote the highest degree of aviation safety and security by utilizing platforms such as ICAO APAC and COSCAP-SEA. – sent our technical experts to assist ICAO's APAC CAT Mission Programme. – Thailand provided technical assistance to neighboring States/Administrations through sharing of our experience in sub-regional cooperative arrangements such as 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.	Thailand works along with National Airspace and Air Navigation Master Plan established by Airspace Management Subcommittee to be responsible for developing the whole airspace system. There are six technical working groups working with specific functions including AOM, ATM, IM, MET, CNS and AD. They will support the related information for Strategic Initiative Implementation Plan (SIP). The Coordinating and Monitoring Working Group (CM) is the additional working group to coordinate and monitor each technical working groups in order to ensure that the defined strategic framework shall be in line with National Airspace and Air Navigation Master Plan.

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DP/1a/3	**Action Item 56/3** The Conference urged States/Administrations to: a) promote use of latest advanced technologies and enhance security infrastructure at airports; b) improve their training capabilities and consider training opportunities provided by other States, especially India; and c) ensure that a business case analysis is undertaken for new technologies and due emphasis is given to training and planning.	a) CAAT have always encouraged the operators to use advanced technologies aiming at enhancing their security effectiveness. The Security Equipment must be on the screening approved equipment list of Transportation Security Administration (TSA) or the European Civil Aviation Conference (ECAC) b) CAAT has developed and updated Aviation Security Training Program for all personnel involved with or responsible for the implementation of various aspects of NCASP in order to ensure all personnel will be trained appropriately. CAAT has also established good relations and corporation with CASP-AP and many states. Those states provide various training courses as required every year.
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.	Thailand noted experience from China and other States.
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.	Thailand a) acknowledged the target defined under the Beijing Declaration and prioritized our works towards achieving those targets especially on the increase of EI score and certification of international airports. b) considered geographical representation in the Council is important and ensured that Asia – Pacific's representation is maintained since Asia and Pacific is one of the fastest growing regions in aviation activities. c) supported the ratification of the amendments to Articles 50 (a) and 56 of the Chicago Convention to ensure increasing participation in both the Council and ANC d) N/A

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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.	b) Thailand works along with National Airspace and Air Navigation Master Plan established by Airspace Management Subcommittee to be responsible for developing the whole airspace system. There are six technical working groups working with specific functions including AOM, ATM, IM, MET, CNS and AD. They will support the related information for Strategic Initiative Implementation Plan (SIP). The Coordinating and Monitoring Working Group (CM) is the additional working group to coordinate and monitor each technical working groups in order to ensure that the defined strategic framework shall be in line with National Airspace and Air Navigation Master Plan.
Agenda Item 3 - Aviation Safety		
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	Thailand a) Noted the important of prioritizing the implementation of the GEUSR and AN-Conf/13 recommendations. b) Agreed and supported the enhancement of USOAP-CMA process by completing survey and providing feedback to ICAO. c) Noted.
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	Thailand supported the GASOS approach and will supply the ICAO with the required information to prepare for the implementation of GASOS as a priority.

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	should be given by ICAO to potential GASOS implementation.	
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 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.	a) CAAT has the training programme to train and develop inspectors, which comprised of the various programme such as Basic Corporate Programme, Basic Department Programme, Specialized Programme for each inspector scope and OJT.Furthermore, CAAT is considering the competency for safety inspectors within this year which referenced from ICAO Inspector Competency Building Framework (ICBF) concept. The plan is working and considering the competency with experts or inspectors from various scopes, such as OPS AIR PEL AGA and ANS. b) CAAT arranged the training courses related to ICBF concepts and performed the self-study of ICBF concept from ICAO in 2021. Also, in 2022, CAAT has studied in-depth the ICBF concept, and will consider putting it into a guidance material and training programme. c) CAAT had attended the virtual seminar on the topic of "COSCAP-SEA Inspector Competency Building Framework (ICBF)" in 2020. Furthermore, CAAT has not requested ICAO for further discussion, but CAAT will be appreciated for any help or support from ICAO to share know-how or best practices in implementing ICBF concept.

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
		a) The Civil Aviation Authority of Thailand (CAAT) has implemented the Safety Data Collection and Processing Systems (SDCPS) in ECCAIRS since 2018 as a centralized database to
		  a. collect occurrence reports including safety reports obtained from civil aviation organisations and individuals under mandatory and voluntary reporting scheme; and
		  b. store safety data and safety information obtained from Aircraft Accident and Incident Investigation Committee (AAIC).
		
		b) CAAT has published the Thailand Annual Safety Report to provide the overall picture of safety risk for Thailand to the aviation industry. The key safety issues highlighted in the report based on the information that CAAT received from the safety reporting mechanism.

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	benchmarking of safety studies among different programmes.	c) CAAT has established the Thailand Aviation Safety Action Plan (TASAP) for 2021 - 2023. The TASAP is aligned with GASP and AP-RASP and it is the result of a collaboration with Thai industry and the State Authorities. It detailed the actions needed to implement the State Safety Programme (SSP) and to improve safety across Thailand aviation system. All details in the TASAP are based on safety analysis results considering not only the primary causes but also other contributing factors. - CAAT and AAIC have always participated in the RASG-APAC and APAST meeting including its working group. - CAAT encourages civil aviation organisation to exchange their best practices in safety information and risk management methodologies to others and also CAAT has a channel to share Thailand safety information and best practices via website.
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.	–
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.	As the demand for commercial drones is now rising up across a wide range of usage, including real estate and construction, media and entertainment, and agriculture, Thailand is continuing to study and develop unmanned aircraft systems by setting up the UAS regulatory sandbox to serve as test and trial ground for new technology and innovation of unmanned aircraft standards such as delivery drone, BVLOS operation and tracking and monitoring system. In the meantime, Thailand has realized the value of deploying unmanned aircraft for smart farming and precision agriculture to increase the efficiency of the Thai economy. Currently, Thailand is developing a new standard for agricultural unmanned aircraft that will govern the rules for controlling or launching, aircraft standards, flight operations standards, and safety management standards in order to encourage Thai farmers to use unmanned aircraft technology to its maximum potential while maintaining aviation safety. We believe that this will lead us to a further step of regulatory framework development for the operations of unmanned aircraft and methodology for the risk assessment that is required to apply for an authorization, in compliance with ICAO and SORA standards.

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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.	Thailand has challenges in implementation of the safety performance management as follows: **Safety Data & Safety Information** <u>Aircraft accident and incident statistic</u> Lack of safety data exchange between the accident investigation authority and CAAT. There is some ALoSP which is relied on the aircraft accident and incident information. However, CAAT tried to overcome this challenge by establishment of the MoU between the relevant parties in order to have an efficient and effective information, knowledge and technology exchange. <u>Quality of the safety data & information</u> The quality of the safety data that CAAT received from the reporting mechanism is based on the limited occurrence reported. This is a major challenge for the CAAT to identify the key safety issues and categorized the occurrence.
**Agenda Item 4 - Air Navigation**	

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;
		a) CAAT is currently working with Thailand's Space Master Plan Working Group on Air Traffic Management (ATM)/ Space Traffic Management (STM) coordination and to manage the effect of space activities on air navigation by using Airspace Management tools.
		b) The implementations of ATM contingency operations in Thailand are illustrated as following
		  1. Thailand has revised "ATM CONTINGENCY PLAN FOR FLIGHTS TRANSITING THE BANGKOK FIR" issue 02 Revision 00 Effective date 30 DEC 2021 and published on the public internet websites of both the CAAT and AEROTHAI.
		  2. "ATM Contingency Plan for Flights Transiting the Bangkok FIR" is made available for downloading at: https://www.caat.or.th/wp-content/uploads/2022/01/ATM-Contingency-Plan-Issue-02-Rev00-Eff-30Dec2021_2.pdf
		  3. Details of contingency ATS routes and associated flight level allocation schemes are published in AIP-Thailand (Section ENR 3.5). Traffic Information Broadcasts by Aircraft (TIBA) and Related Operating Procedures in section ENR 1.8
		  4. Thailand has been coordinating with all affected neighboring FIRs' for the official signatory.

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	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).	c) CAAT has already validated the FIRs boundaries with adjacent states and submitted the Proposal for Amendment (PfA) to ICAO APAC. d) To support and drive the implementation of Seamless ATM (ANS) Plan, Thailand, by the representatives from both CAA and operator sides, collaborated at regional level by participating in the SG/WG meetings and discussions under APANPIRG and ASEAN.
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.	The updated status of ADS-B data sharing are as follows: 1. ADS-B implementation: ADS-B ground stations are being undergone the approval process to be used for air traffic services within Bangkok FIR. 2. Thailand explore with neighboring States on the possibilities to share ADS-B data as follows: • Phase 1 (2018-2022): Thailand and Malaysia have general discussion about possibility to share ADS-B data for route N571, P628, L510, P627, L645 and P574 • Phase 2 (2022-2026): There is a consideration to explore the possibility to share ADS-B data between Thailand, Cambodia and Viet Nam.
DP/4/3	**Action Item 56/16** The Conference: a) recognized the benefits of ANS performance measurement and the challenges in its implementation and noted that support to ICAO is necessary to develop a KPI framework guidance document for Air Navigation Services Providers (ANSPs); and b) encouraged Asia and Pacific States, APANPIRG and the aviation industry to use the 6th edition of the GANP together with the future guidance document in the implementation of performance management.	b) With regard to the implementation of performance management, Thailand has established the key performance indicators (KPI) in accordance with those defined in 6th edition of the GANP. The relevant parties including Air Navigation Service Provider, Air Operators and Aerodrome Operators are involved in providing required data and information for further data analysis.
DP/4/22	**Action Item 56/17** The Conference noted that the Pacific Islands Forum established policies on the management of	

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	Pacific Upper Airspace and requested the concerned States to follow the norms established by ICAO in this regard.	
Agenda Item 5 - Aviation Security and Facilitation		

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) Thailand implement all the Annex 9 Standards related to the ICAO Traveller Identification Programme (TRIP) Strategy:
		  – Thailand by the Department of Consular Affairs issuing Machine Readable Passports (MRP) according to Doc 9303, able to tracing, linkage and verification of identity and that follows the arrangements for participation in the ICAO PKD
		  – Accurate information about stolen, lost and revoked travel documents can be reported to INTERPOL for inclusion in the Stolen and Lost Travel Documents (SLTD) database.
		b) CAAT has developed a National Civil Aviation Facilitation Programme (NCAFP) and has a Committees in accordance with Annex 9.
		c) Thailand, by the Department of Consular Affairs, has issued an electronic passport. Biometric data is collected according to ICAO requirements, enabling identity verification. of the passport holder and the Immigration Bureau Provides eMRTD (electronic machine readable travel document) readers in accordance with ICAO standards.
		d) Thailand has joined the ICAO Public Key Directory (PKD) Participant No. 36th on 05 March 2013 to authenticate travel documents in order to facilitate passengers clearance and neutralize the activities of cross-border criminality.

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	a) CAAT has encouraged airport operators to implement automated facilities for passenger and baggage processing for speedy convenience. It meets the standards of safety and convenience for passengers efficiently as well, such as using Common Use Passenger Processing Systems (CUPPS). b) Noted

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	political environment, as well as each airport's unique operating context.	
DP/5/2 **DP/5/5** **DP/5/12**	**Action Item 56/20** 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, Canada.	a) Noted b) Noted c) CAAT has developed and implemented a National Civil Aviation Security Training Programme for all personnel involved with or responsible for implementation of various aspects of NCASP continuously. d) CAAT sets it goal to meet The Global Aviation Safety Plan (GASeP) targets, in order to achieve our goal CAAT established strategies, plans, projects to continuously the missions by recruiting more staff and expanded the corporation with other states both in ASEAN and elsewhere. e) Noted

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
		a) Thailand has enacted laws and standards related to cyber security:
		  – Cyber Security Act B.E. 2562 (2019)
		  – Computer Crime Act B.E. 2560 (2017).
		  – Personal Data Protection Act (PDPA) B.E. 2562 (2019)
		Apart from laws and standards, CAAT has encouraged all entities involved with aviation security to train and develop their knowledge of Aviation Cyber Security.
		b) In 2020, CAAT established guidance on protection of critical ICT system for all operators, the guidance provided guideline to the operator to develop their own programs. Moreover, CAAT provided more information regarding cyber threat and its countermeasures in Risk Assessment Handbook for them to build up their knowledge and awareness on cyber security.
		c) However, CAAT request ICAO to support for Cyber Security training courses.

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	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	
Agenda Item 6 - Economic Development of Air Transport		
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; 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.	Thailand acknowledged a) – e). Thailand has been implementing a so – called "Gradual liberalization policy" on international air transport in concluding the air services agreement with Contracting Parties taking into account of the ICAO's policies and guidance.
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 user charges and taxes and urge national authorities to clearly distinguish the two concepts; c) acknowledge significant social and economic benefits associated with air transport and risks	Thailand acknowledged a) – d).

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	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	
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 urgently through operational efficiencies and new infrastructure when required; c) if privatization is pursued, consider the balanced concessions framework proposed by IATA and follow the guidance issued by ICAO in this regard; and e) collaborate with airlines and key stakeholders.	a) and e) Each airport in Thailand has to develop its own airport master plan in line with guidance issued by ICAO and need to hold a stakeholder consultation meeting before submitting the plan to CAAT for consideration. b) During the COVID-19 pandemic crisis, Thailand has surveyed and monitored the air travel demand and infrastructure capacity frequently in order to support the government policy of reopening the country and a recovery of air travel demand. c) Thailand agreed with the item. If Thailand plans to privatize our airport, it will take IATA and ICAO recommendations. − Recent amendments to Annex 14 specifications concerning, provisions related to airport master planning for the expansion of existing and construction of new airports to cater for the rapid growth of air transport; − CAAT has adopted Annex 14 amendment 15 ICAO recommendation on Airport Masterplan into a Requirement of CAAT No.14 on Aerodrome Standard, which will be enforced in late-2022, requiring public airports to develop their airport master plan, which must be authorized by CAAT for both existing airports and future airports. − Those requirements intended airport operator to: • reviewed airport master plan periodically to take into account current and future aerodrome traffic, • encourage information sharing and collaboration between the airport and the stakeholders in order to facilitate the master planning process using a consultative and collaborative approach • enable rational planning of facilities and services in relation to the traffic anticipated. − Thailand has brought in privatization of an airport,U-Tapao International Aviation Company Limited (UTA) has signed Public Private Partnership (PPP) agreement for U-Tapao International Airport and Eastern Airport City development project, which is one of the model that IATA and ICAO has been present. , UTA was in

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		charge of developing Passenger Terminal Building, commercial area, parking facilities, Ground Transportation Center, and aircraft stands.
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.	Thailand recognize an importance of framework for market liberalization and the benefits from multilateral air transport agreements. In this regard, Thailand and other member states of ASEAN regularly have the Air Transport Working Group Meeting (ATWG) and adopted Multilateral Agreements on Air Services that seeks to liberalize market access for air carriers in the region. Furthermore, ASEAN and its dialogue partners discuss to develop in achieving multilateral liberalization. For example, in 2021 ASEAN and EU have concluded the negotiations on the ASEAN-EU Comprehensive Air Transport Agreement (AE CATA). The Agreement will help enhance air connectivity in both regions and provides a foundation for closer cooperation between ASEAN and the EU in areas such as aviation safety, air traffic management, consumer protection, and environmental matters.
Agenda Item 7 - Aviation and Environment		
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	a) Thailand has submitted the updated version of States' Action Plan (SAP) to ICAO in 2021 and that SAP meets all ICAO-SAP criteria e.g. mitigation measure and quantified data. b) and d) Thailand has participated in CORSIA since the pilot phase (2021) and its implementation is aligned with the requirements. c) Thailand has also implemented all actions in MRV during baseline period (2019-2020) since 2019 and it has already been completed in 2020.

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	and 2020 for the implementation of CORSIA; and d) invited States to implement CORSIA in a harmonized manner with every State making its contribution to the best of its ability.	
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 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	a) Thailand acknowledged. b) Thailand has included environmental protection in civil aviation systems through policy, plan, regulation and implementation. c) Thailand has participated in ICAO ACT-CORSIA since the first phase (2018). d) Thailand is preparing for the feasibility studies in SAF. e) and f) Thailand agreed with those items.

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	f) recognized the importance of timely ICAO guidance on CORSIA eligible emissions units and CORSIA eligible fuels for emissions offsetting in CORSIA.	
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.	Noted
**Agenda Item 8 - Technical and Regional Cooperation**	
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.	
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.	
P/8/11	**Action Item 56/31** The Conference encouraged States/Administrations to consider including	The APEX in Safety is not applicable in TASAP yet. It will be considered to include in the next revision of the TASAP. However, the latest TASAP is included the actions to improve compliance for SEI-2 in the 2020 – 2022 edition of GASP.

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	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.	
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 and competency development activities; and d) utilize courses listed in the ICAO Course Catalogue.	a) Thailand has cooperated with ICAO Technical Cooperation Bureau (TCB) and the Global Aviation Training Office (GAT), especially the training courses from ICAO APAC. CAAT has sent employees to attend the virtual trainings in the past years and received the sponsorship of fellowship and scholarship from ICAO TCB such as the Singapore Government and administered by ICAO's TCB. b) Thailand has not worked with ICAO TCB as a partner for implementation of their civil aviation projects as well as encourage other aviation stakeholders in this regard. Also, CAAT will be appreciated to cooperate or work with ICAO TCB in the future. c) Currently, The Civil Aviation Training Center (CATC) of Thailand has gone through the assessment and was certified to become a full member under TRAINAIR PLUS programme. In addition, the training organizations approved by CAAT are encouraged to carry it out according to the international regulations and standards as well as to join TrainAir Plus Programme. d) Thailand has utilized ICAO Course Catalogue as a reference to develop CAAT course catalogue and cover areas of aviation to develop CAAT staffs.
**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
		a)
		i. Thailand by CAAT is having plan to revise the compensation structure, especially the inspector's package. For recruitments, CAAT has revised the recruitment and selection process to attract the skilled worker in aviation industry to ensure the qualified personal. In 2022, CAAT will proactively recruit, especially the inspectorate areas.
		ii. Thailand by CAAT has integrated training system both inspectors and other staffs in various methods such as classroom training, virtual training and e-learning which applied "Learning Model: 70: 20: 10", the details are as follows;
		  – Experiential based Learning such as OJT
		  – Exchange Learning such as Meeting
		  – Education such as Self-learning or Training.

Discussion Paper No.	Action Item - Description	Response
	iv. introduce innovative programmes to attract NGAP; and b) ICAO to develop guidance materials to this effect.	Also, we follow CAAT training plan for the initial including refresher training to refresh skill, knowledge and competency to develop inspectors. iii. Thailand is in the process of redesigning our safety oversight function to focus on performance based and risk based. iv. Thailand noted and will find an innovative programmes to attract NGAP.

	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;
	  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;
		a) Thailand
		  i. continues and accelerates our effort in achieving the target dates defined in the Beijing Declaration.
		  ii. prioritized aviation safety regulation and oversight to be one of our country's national agendas after the Thailand received SSC from ICAO in 2015.
		  iii. Developed "Thailand Aviation Safety Plan" (TASP) and implemented SSP which was acknowledged and endorsed by the government.
		  iv. Supported the establishment of appropriately organized, funded and empowered civil aviation system, structured to effectively fulfil the tasks.
		  v. Utilized guidance materials, electronic tools (ICAO OLF) to monitor the country's USOAP status and consult with ICAO APAC via e-mail and meeting once facing issues or in need of clarification.
		  vi. Shared our experience through ICAO APAC meeting, COSCAP-SEA activities and bilateral cooperation such as Singapore-Thailand Dialogue to exchange best practices, discuss potential collaboration and sharing of resources to enhance effective implementation.
		  vii. Same as vi
		  viii. Reports up-to-date statistics to ICAO APAC as requested.
		  ix. Paid attention to the outcome of A40.

Discussion Paper No.	Action Item - Description	Response
	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.	
**Agenda Item 12a — Other Business** **a) Any Other Matters**

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;
	ii. note the governance approach outlined in this report, including use of the Terms of Reference (ToR) template by APAC regional
		a) Thailand
		  i. Noted
		  ii. Noted
		  iii. supported the list of initiatives to streamline the communication channels.
		  iv. acknowledged the identified support mechanisms for technical assistance and the enhanced roles of other International Organizations and industry partners to support ICAO's effort

Discussion Paper No.	Action Item - Description	Response
	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 practices for the management of State Letters as well as request ICAO to implement the suggested initiatives; and iv. consider the identified support mechanisms for technical assistance and the enhanced roles of other International Organizations and industry partners to complement ICAO APAC RO efforts; and b) ICAO APAC RO to enhance support for technical assistance.	
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.	