

**LIST OF ACTION ITEMS ARISING FROM THE 56<sup>th</sup> DGCA CONFERENCE**

Discussion Paper No.	Action Item	Description	Singapore's Response
<b>Agenda Item 1 - Theme Topic “Harmonizing efforts to meet the capacity constraints”</b>			
<p><b>DP/1a/1</b> <b>DP/1a/8</b> <b>DP/8/3</b></p>	<p>Action Item 56/1</p>	<p>The Conference:</p> <ul style="list-style-type: none"> <li>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</li> <li>b) urged States and Administrations to:               <ul style="list-style-type: none"> <li>i. develop and further strengthen regional and sub- regional cooperation in order to promote the highest degree of aviation safety and security;</li> <li>ii. consider to provide volunteer technical experts to ICAO’s APAC CAT Mission programme and ICAO’s IPAV programme; and</li> <li>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.</li> </ul> </li> </ul>	

<p><b>DP/1a/2</b></p>	<p>Action Item 56/2</p>	<p>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>	<p>Singapore agrees on the importance of greater collaboration between States/Administrations and industry partners in the implementation of ATM projects and harmonization of efforts on the ANS focus areas of the Beijing Declaration. This will accelerate the development of regional ANS initiatives in anticipation of traffic growth, in a safe, efficient and sustainable manner.</p> <p>Singapore has set up an Air Traffic Flow Management (ATFM) unit to regulate the flow of traffic so as to avoid exceeding the airport capacity. In tandem with the implementation of Airport Collaborative Decision Making (ACDM), available capacity is utilized efficiently while providing greater on time performance/delay predictability to airlines. As a member of the Asia Pacific cross-border Multi-Nodal ATFM Collaboration (AMNAC), Singapore together with Asia Pacific ANSPs and stakeholders supports efforts to further harmonise and promote ATFM in the region through the ICAO APAC ATFM Steering Group. Singapore is working with ICAO to further develop the technical capabilities for efficient ATFM information sharing, to promote ATFM in the region as well as to share experiences with States who are planning to implement ATFM.</p> <p>Singapore collaborates with industry partners on new ANS areas aligned to the GANP. For example, the Civil Aviation Authority of Singapore, together with NAV CANADA, Japan Civil Aviation Bureau, Aeronautical Radio of Thailand and Federal Aviation Administration, collaborated on the Multi-Regional Trajectory-Based Operations (MR TBO) Laboratory Demonstration project, from September 2020 – June 2022, to better understand the ICAO global TBO concept and its operational values. The activity and lessons learnt were shared through the CANSO Asia Pacific platform via a webinar in September 2021.</p> <p>Singapore has actively collaborated with neighbouring States on ADS-B data sharing since 2010. Singapore urges all States to collaborate further on ADS-B data sharing and would be willing to share experiences to assist States to do so. In addition, Singapore has employed space-based ADS-B technology to enhanced surveillance capability.</p>
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<b>DP/1a/3</b>	Action Item 56/3	<p>The Conference urged States/Administrations to:</p> <ul style="list-style-type: none"> <li>a) promote use of latest advanced technologies and enhance security infrastructure at airports;</li> <li>b) improve their training capabilities and consider training opportunities provided by other States, especially India; and</li> <li>c) ensure that a business case analysis is undertaken for new technologies and due emphasis is given to training and planning.</li> </ul>	Noted.
<b>DP/1a/4</b>	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.	Noted.

Discussion Paper No.	Action Item	Description	Singapore's Response
<p><b>DP/1a/9</b> <b>DP/12a/2</b></p>	<p>Action Item 56/5</p>	<p>The Conference urged States/Administrations to:</p> <ul style="list-style-type: none"> <li>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;</li> <li>b) work cooperatively to ensure that the Asia-Pacific's representation on the Council is not diminished;</li> <li>c) support the ratification of the amendments to Articles 50 (a) and 56 of the Chicago Convention to enlarge the Council and ANC; and</li> <li>d) make use of the 2019 ICAO Treaty Event to be held on 24-25 September 2019 in the margins of the 40th Assembly Session, to deposit instruments of ratification or accession to these or any other treaty for which ICAO acts as Depository.</li> </ul>	<p>Singapore continues to support the Pacific Island States in capacity building through its various training programmes at the SAA and on-site training and technical assistance.</p> <p>Singapore is undergoing internal processes for the ratification of the amendments to Articles 50 (a) and 56 of the Chicago Convention.</p>
<p><b>DP/1a/10</b></p>	<p>Action Item 56/6</p>	<p>The Conference urged:</p> <ul style="list-style-type: none"> <li>a) APANPIRG to support the implementation of the sixth edition of the GANP;</li> <li>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</li> <li>c) APANPIRG and the ICAO Asia and Pacific Office &amp; Regional Sub Office to facilitate and coordinate such activities to ensure regional harmonization and alignment to the GANP.</li> </ul>	<p>In support of the GANP and the regional air navigation plan, Singapore has developed and submitted its national air navigation plan.</p>
<p align="center"><b>Agenda Item 3 - Aviation Safety</b></p>			

<p><b>DP/3/1</b></p>	<p>Action Item 56/7</p>	<p>The Conference:</p> <ul style="list-style-type: none"> <li>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;</li> <li>b) agreed the enhancement of the USOAP-CMA process should provide a more proportionate and risk-based system; and</li> <li>c) noted the need for States and international organizations to provide support to ICAO to undertake this work in a timely manner.</li> </ul>	<p>In April 2022, Singapore underwent a SSP implementation assessment (SSPIA) Phase 2 and a focused USOAP CMA audit using the newly identified priority protocol questions (PPQs). The PPQs were developed as a result of a recommendation by the GEUSR. We are providing feedback to ICAO on our experience with the PPQs.</p>
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<b>DP/3/2</b>	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.	Noted.
<b>DP/3/3</b>	Action Item 56/9	<p>The Conference:</p> <ul style="list-style-type: none"> <li>a) encouraged States/Administrations to share best practices in equipping their safety inspectors for more effective safety management;</li> <li>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</li> <li>c) requested ICAO to incorporate these new competencies in training programmes and guidance materials.</li> </ul>	<p>Singapore has developed a competency framework for its safety inspectors to better equip them to carry out assessments of safety management systems. This includes, for example, training on the use of the Present, Suitable, Operating, effective (PSOe) methodology. The competency framework is reviewed based on different sources, including ICAO guidance material and international best practices.</p> <p>SAA offers a wide range of training for safety oversight inspectors incorporating ICAO tools and guidance materials.</p>
<b>DP/3/4</b>	Action Item 56/10	<p>The Conference urged States/Administrations to:</p> <ul style="list-style-type: none"> <li>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</li> <li>b) collaborate with industry partners on exchange of best practices in safety information sharing and analysis, and share methodologies for safety risk identification, analysis and mitigation to allow ease of safety information exchange and synergy in alignment and benchmarking of safety studies among different programmes.</li> </ul>	<p>Singapore fully supports regional safety data and information sharing and analysis, in particular through the AP-SHARE regional data analysis and sharing project. The AP-SHARE demonstration project is about to be completed and plans are being developed to evolve the AP-SHARE project for wider industry and State participation.</p> <p>Singapore is also working on States and industry on two related ORG tasks under the AP-RASP relating to development of guidance on governance framework for cross-border aviation safety data sharing projects; and establishment of a mechanism for regional aviation safety data collection and sharing.</p>

<p><b>DP/3/12</b> <b>DP/3/18</b></p>	<p>Action Item 56/11</p>	<p>The Conference urged ICAO to examine the potential benefits, balanced against the associated costs of the development of provisions and guidance material for certification of air navigation services providers as a priority.</p>	<p>Noted.</p>
<p><b>DP/3/24</b></p>	<p>Action Item 56/12</p>	<p>The Conference urged States/Administrations to note the various challenges posed by the commercial drone operations, consider learning from the experiences of States with more mature regulatory frameworks as well as engagement with ICAO and JARUS, and explore the utility of the SORA tool to facilitate regulatory development in UAS.</p>	<p>Singapore has a regulatory framework in place, which is periodically reviewed to ensure it is fit-for-purpose.</p> <p>The SORA tool is being explored to further enhance and simplify risk assessment tools.</p>
<p><b>DP/3/27</b></p>	<p>Action Item 56/13</p>	<p>The Conference urged States/Administrations to request the Regional Aviation Safety Group – Asia Pacific Region (RASG-APAC) and supporting regional bodies to develop additional guidance on safety performance management for effective implementation of the SARPs.</p>	<p>Singapore supports the work of RASG-APAC to strengthen safety performance management. APRAST, a working group under RASG-APAC, has been contributing safety performance data and safety data analysis through the Regional Aviation Safety Plan.</p>

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<b>Agenda Item 4 - Air Navigation</b>			
DP/4/1	Action Item 56/14	<p>The Conference urged States/Administrations to:</p> <ul style="list-style-type: none"> <li>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;</li> <li>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;</li> <li>c) accelerate efforts to provide ICAO with the input considered necessary to validate the description of FIRs in the RANP; and</li> <li>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).</li> </ul>	<p>Singapore has established a strong civil-military cooperative framework which allows two-way communication and information exchange. Singapore supports ICAO's efforts to encourage greater civil-military cooperation and implementation of ATM contingency operations to enhance the safety and efficiency of flight operations, and to accelerate progress on implementing the Seamless ATM (ANS) Plan for the Asia-Pacific Region, and will continue to actively participate in ICAO forums and cooperation with relevant agencies, as such efforts will bring about benefits for all airspace users.</p> <p>Singapore has established ATM Contingency agreements with neighboring States and is in ongoing discussions with several others in reviewing its contingency plan.</p> <p>Singapore supports ICAO's exercise to validate the description of FIRs in the RANP.</p> <p>Singapore supports having greater engagement in the regional discussion and effort to accelerate the progress of the Asia/Pacific Region to implement the Seamless ATM (ANS) Plan. Singapore has submitted its NANP in support of the effort to accelerate progress of the Asia/Pacific Region to implement the Seamless ANS Plan.</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>Singapore agrees that ADS-B data sharing is beneficial, and has entered into ADS-B data sharing arrangements with other States.</p> <p>Singapore actively collaborates with other partner States in the exchange of ADS-B data to enhance the safety and efficiency of air traffic services.</p>



<b>DP/4/3</b>	Action Item 56/16	<p>The Conference:</p> <ul style="list-style-type: none"> <li>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</li> <li>b) encouraged Asia and Pacific States, APANPIRG and the aviation industry to use the 6<sup>th</sup> edition of the GANP together with the future guidance document in the implementation of performance management.</li> </ul>	Singapore recognizes the benefits and challenges of implementing ANS performance measurement; and supports ICAO, through the GANP study group, to develop the performance framework guidance document. Apart from the GANP, States are also encouraged to refer to the APAC Performance Measurement Framework endorsed at the APANPIRG/30 in their implementation of the performance management.
<b>DP/4/22</b>	Action Item 56/17	The Conference noted that the Pacific Islands Forum established policies on the management of Pacific Upper Airspace and requested the concerned States to follow the norms established by ICAO in this regard.	Noted.

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<b>Agenda Item 5 - Aviation Security and Facilitation</b>			
<b>DP/5/1</b>	Action Item 56/18	<p>The Conference urged States / Administrations to:</p> <ul style="list-style-type: none"> <li>a) implement all the Annex 9 Standards related to the ICAO TRIP Strategy;</li> <li>b) establish a National Air Transport Facilitation Programme (NATFP) and associated Committees in accordance with the relevant Annex 9 Standards;</li> <li>c) commit to invest in instituting robust civil registration systems to support issuance of reliable eMRTD; and</li> <li>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.</li> </ul>	Singapore has established a NATFP which implements Annex 9 SARPs and incorporates ICAO TRIPS strategy.
<b>DP/5/4</b> <b>DP/5/7</b> <b>DP/5/14</b>	Action Item 56/19	<p>The Conference:</p> <ul style="list-style-type: none"> <li>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</li> <li>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.</li> </ul>	Singapore has implemented various automated facilities for passenger processing at its airports.

<p><b>DP/5/2</b> <b>DP/5/5</b> <b>DP/5/12</b></p>	<p>Action Item 56/20</p>	<p>The Conference urged States/Administrations to:</p> <ul style="list-style-type: none"> <li>a) provide expertise and guidance to the ICAO on performance metrics to determine the effectiveness of capacity building activities in a timely manner;</li> <li>b) provide information to ICAO to support the task of mapping capacity-building resources, providers and activities;</li> <li>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 30<sup>th</sup> AVSEC Panel;</li> <li>d) actively respond to ICAO GASeP, continuously improve aviation security technology resources, promote technological innovation, and conduct exchanges and cooperation on best practices; and</li> <li>e) encourage Directors-General of Civil Aviation (DGCA) to attend the 3<sup>rd</sup> run of the DGCA's Programme on AVSEC on 21 – 22 Sep 2019 in Montreal, Canada.</li> </ul>	<p>Noted.</p> <p>SAA, an ICAO Aviation Security Training Centre, offers aviation security training for managers and inspectors. Some 19 DGs and AvSec leaders attended the DGCA Programme on AvSec, which was successfully conducted on 21-22 Sep 2019 in Montreal, Canada.</p>
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<p><b>DP/5/6</b> <b>DP/5/8</b></p>	<p>Action Item 56/21</p>	<p>The Conference, noting the significance of cyber security, urged the States/Administrations to:</p> <ul style="list-style-type: none"> <li>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;</li> <li>b) encourage States and Industry to develop programmes to build an aviation cyber security workforce that can respond to the challenge both now and into the future as well as educate the current aviation workforce on cyber security challenges; and</li> <li>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.</li> </ul>	<p>Noted.</p> <p>Singapore has developed an Aviation Cybersecurity Defence Plan against cybersecurity threats, in line with the national cybersecurity plan and international best practices.</p>
<b>Agenda Item 6 - Economic Development of Air Transport</b>			
<p><b>DP/6/1</b></p>	<p>Action Item 56/22</p>	<p>The Conference urged States/Administrations to:</p> <ul style="list-style-type: none"> <li>a) support ICAO's work for Economic Development of Air Transport;</li> <li>b) apply and follow ICAO's policies and guidance in the air transport field in their regulatory practices;</li> <li>c) provide statistics required by ICAO in a timely manner;</li> <li>d) use ICAO data, tools and analysis; and</li> <li>e) actively participate in the ICAO upcoming meetings.</li> </ul>	<p>Noted. Singapore continues to support ICAO's work in economic development of air transport through the Air Transport Regulatory Panel.</p>

<p><b>DP/6/2</b></p>	<p>Action Item 56/23</p>	<p>The Conference urged States/Administrations to:</p> <ul style="list-style-type: none"> <li>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;</li> <li>b) recognize the fundamental difference between usercharges and taxes and urge national authorities to clearly distinguish the two concepts;</li> <li>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;</li> <li>d) acknowledge the importance of a Cost Benefit Analysis to taxation as a recommended decision-making tool in designing air transport-related taxes; and</li> </ul>	<p>Noted.</p>
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		e) cooperate closely with IATA and ACI and other industry groups under the coordination of ICAO, on issues related to air transport taxation and engage more in the dialogue with Treasury Departments/Ministries of Finance and taxation authorities.	
DP/6/3	Action Item 56/24	<p>The Conference encouraged States/Administrations to:</p> <ul style="list-style-type: none"> <li>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;</li> <li>b) recognize the need to address the infrastructure capacity constraint issue urgently through operational efficiencies and new infrastructure when required;</li> <li>c) if privatization is pursued, consider the balanced concessions framework proposed by IATA and follow the guidance issued by ICAO in this regard; and</li> <li>e) collaborate with airlines and key stakeholders.</li> </ul>	Noted.

<p><b>DP/6/4</b></p>	<p>Action Item 56/25</p>	<p>The Conference urged the States/Administrations to:</p> <ul style="list-style-type: none"> <li>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;</li> <li>b) request ICAO to continue the work relating to promoting the benefits from market liberalisation and potential building blocks and identifying barriers;</li> <li>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</li> <li>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.</li> </ul>	<p>Singapore continues to support the approach of concluding ambitious multi-party multilateral air transport agreements as stepping-stone and pathfinder towards an international multilateral agreement on market access liberalization. Parties would reap socio-economic benefits from a more generous exchange of traffic rights on a multilateral basis, as countries would be more willing to make larger commitments to access a wider multi-party pool of benefits.</p>
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Discussion Paper No.	Action Item	Description	Singapore's Response
<b>Agenda Item 7 - Aviation and Environment</b>			
DP/7/1	Action Item 56/26	<p>The Conference:</p> <ul style="list-style-type: none"> <li>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;</li> <li>b) invited States to voluntarily participate in the pilot phase of the CORSIA from 2021;</li> <li>c) urged States with their aeroplane operators to progress necessary actions in MRV in 2019 and 2020 for the implementation of CORSIA; and</li> <li>d) invited States to implement CORSIA in a harmonized manner with every State making its contribution to the best of its ability.</li> </ul>	<p>Noted. Singapore is developing a Sustainable Air Hub Blueprint, which will set out the short-term and long-term targets to achieve sustainability in the Singapore air hub and identify practical and tangible pathways to achieve them. This will serve as the basis for Singapore's revised State Action Plan.</p> <p>Singapore is currently participating in the pilot phase of CORSIA and Singapore's air operators have submitted their 2021 emissions reports.</p>



<p><b>DP/7/2</b> <b>DP/7/8</b></p>	<p>Action Item 56/27</p>	<p>The Conference:</p> <ul style="list-style-type: none"> <li>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;</li> <li>b) invited States to include environmental protection in their planning and implementation activities related to the improvement of the civil aviation system;</li> <li>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;</li> <li>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;</li> <li>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</li> <li>f) recognized the importance of timely ICAO guidance on CORSIA eligible emissions units and CORSIA eligible fuels for emissions offsetting in CORSIA.</li> </ul>	<p>Singapore supports ICAO’s continuous leadership on environment issues relating to international aviation emissions, including the implementation of CORSIA as a global market-based measure scheme.</p> <p>Singapore is developing a Sustainable Air Hub Blueprint, which will set out the short-term and long-term targets to achieve sustainability in the Singapore air hub and identify practical and tangible pathways to achieve them. This will serve as the basis for Singapore’s revised State Action Plan.</p> <p>Singapore continues to actively support ICAO’s efforts to implement CORSIA. It is participating in the ICAO ACT-CORSIA programme, including the CORSIA buddy partnerships, and will continue to provide support where appropriate.</p>
<p><b>DP/7/9</b></p>	<p>Action Item 56/28</p>	<p>The Conference encouraged States/Administrations interested in including supplemental benefits within their State Action Plans to note that they can consider using the ACERT.</p>	

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<b>Agenda Item 8 - Technical and Regional Cooperation</b>			
<b>DP/8/1</b>	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> <ul style="list-style-type: none"> <li>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</li> <li>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.</li> </ul>	Singapore has committed to provide funding support to ICAO on the recruitment of the Pacific Liaison Officer as part of efforts to implement the recommendations for the Study.
<b>DP/8/2</b>	Action Item 56/30	The Conference, while recognising the need to adopt learner-centered pedagogies to enhance competency training to equip NGAP to meet the aviation needs of the future, requested ICAO to develop guidelines to select technological training tools that supports competency based training, using learner-centered pedagogies, under the ICAO TRAINAIR PLUS Programme.	Noted
<b>DP/8/11</b>	Action Item 56/31	The Conference encouraged States/Administrations to consider including APEX in Safety in their National Aviation Safety Plan as a tool to improve compliance for Safety Enhancement Initiative-2 (SEI-2) in the 2020 – 2022 edition of GASP.	Singapore recognizes the value of APEX, particularly for use in the certification of aerodromes. The international aerodromes in Singapore have been certified by CAAS and have been assessed to be in compliance with ICAO Annex 14.

<p><b>DP/8/14</b></p>	<p>Action Item 56/32</p>	<p>The Conference urged States/Administrations to:</p> <ul style="list-style-type: none"> <li>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;</li> <li>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;</li> <li>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</li> <li>d) utilize courses listed in the ICAO Course Catalogue.</li> </ul>	<p>SAA, as an ICAO Regional Training Centre of Excellence and member of the TrainAir Plus Steering Committee, actively supports the work of ICAO TCB and GAT as well as offers a wide range of ICAO training packages.</p>
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Discussion Paper No.	Action Item	Description	Singapore's Response
<b>Agenda Item 9a - Beijing Declaration – Follow up and way forward</b>			
	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"> <li>i. develop a remuneration level for inspectors, Scheme of Recruitments;</li> <li>ii. introduce Inspector Training System (ITS), Online training and Refresher Training;</li> <li>iii. redesign safety oversight functions (performance based and risk based); and</li> <li>iv. introduce innovative programmes to attract NGAP; and</li> </ul> <p>b) ICAO to develop guidance materials to this effect.</p>	<p>Singapore has a structured remuneration for its aviation safety inspectors that is regularly reviewed and benchmarked against the industry's to ensure our remuneration remains competitive and attractive.</p> <p>Singapore has put in place a competency-based inspector training framework. The competency needs for each inspector are determined based on the inspector's job function and vocation, and comprises the knowledge, skills and attitudes required to competently carry out their duties. The framework also includes recurrent training to ensure that inspectors regularly reinforce their knowledge and skills.</p> <p>Singapore adopts a risk-based oversight approach that considers various risk parameters, such as the size and complexity of each organisation.</p>

	<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> <ul style="list-style-type: none"> <li>i. continue their efforts to achieve the Beijing Declaration target dates;</li> <li>ii. apply political will to aviation safety regulation and oversight by linking to national priorities and plans supported by economic benefits;</li> <li>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;</li> <li>iv. establish an appropriately organized, funded and empowered civil aviation system, structured to effectively fulfil the tasks that it is expected to undertake;</li> <li>v. have specific action plans and perform continuous self-monitoring, using USOAP tools and supported by ICAO APAC Regional Office, COSCAPs and PASO;</li> <li>vi. use regional and sub-regional collaboration mechanisms and bilateral partnerships for sharing resources and the assistance required with implementation;</li> <li>vii. enhance States' collaboration, share lessons learned and successes;</li> </ul>	<p>Singapore published its National Aviation Safety Plan in April 2022. Singapore has put in place an SSP, which was assessed by ICAO through an SSPIA in April 2022.</p> <p>Singapore regularly conducts self-assessments on our safety oversight and air accident investigation systems, using ICAO's USOAP Protocol Question and other appropriate tools. ICAO conducted a USOAP focused audit of Singapore in April 2022.</p>
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Discussion Paper No.	Action Item	Description	Singapore's Response
		<ul style="list-style-type: none"> <li>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</li> <li>ix. pay close attention to the outcomes of the 40th Assembly and its impact on the Aviation Safety and Air Navigation Services; and</li> <li>b) requested ICAO to: <ul style="list-style-type: none"> <li>i. conduct more regular validations under USOAP;</li> <li>ii. conduct Combined Action Team (CAT) missions specific to SSP; and</li> <li>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.</li> </ul> </li> </ul>	
<b>Agenda Item 12a — Other Business</b> a) <b>Any Other Matters</b>			

<p><b>DP/12a/1</b></p>	<p>Action Item 56/35</p>	<p>The Conference urged:</p> <p>a) States/Administrations to:</p> <ul style="list-style-type: none"> <li>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;</li> <li>ii. endorse the governance approach outlined in this report, including use of the Terms of Reference (ToR) template for APAC regional groups to review existing and new ToR, and report the outcomes of these reviews to the DGCA Conference in 2020;</li> <li>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</li> </ul>	<p>Noted. Singapore continues to support the work of the Regional Coordination Mechanisms Task Force (RCM TF) even as the task force took a 2-year pause due to the pandemic.</p>
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Discussion Paper No.	Action Item	Description	Singapore's Response
		<ul style="list-style-type: none"> <li>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;</li> <li>v. consider the survey findings in the development of future plans for technical assistance; and</li> </ul> <p>b) ICAO APAC RO to enhance support for technical assistance as well as monitor and coordinate work of Workgroups/Taskforce for the region.</p>	
<b>DP/12b/1</b>	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.	

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