RESPONSES FROM ADMINISTRATIONS
TO ACTION ITEMS ARISING FROM THE 57th CONFERENCE
OF DIRECTORS GENERAL OF CIVIL AVIATION
ASIA AND PACIFIC REGIONS

AGENDA ITEM 1: THEME TOPIC

Action Item 58/1

Recognising the importance of gender equality and NGAP in the aviation industry, the Conference encouraged States/Administrations to:

a) In consultation with the industry and relevant stakeholders, develop policies, as well as corresponding strategies and action plans, for promoting gender equality in conjunction with the NGAP initiative with the objective of fostering a diverse and inclusive aviation workforce and advancing gender equality, thereby attracting, retaining and empowering women in aviation;

b) Engage with Ministries of Education and Employment at the national level to identify future skill gaps in the aviation sector and integrate them into broader national education policies;

c) Encourage collaboration among APAC States/Administrations, academia, industries and training institutions and promote STEM and aviation studies, as well as vocational and technical skills, to enhance the quality and relevance of aviation education and training programs;

d) Support ICAO in its endeavours for the creation of the Global Ambassador programmes to promote gender equality, diversity and inclusion in aviation;

e) Invest in a comprehensive data collection and analysis on human resources requirements in the global aviation system, including all aviation specialisation, disaggregated by gender, age, and skill levels to identify gaps and establish benchmarks; and

f) Support the APAC region in exploring the feasibility of establishing a task force with the objective to develop a regional plan for advancing gender equality and NGAP objectives in the sector, in line with the resolutions A41-26 and A39-29.

Responses on Action Item 58/1

Australia	Australia is committed to ICAO's objectives in promoting gender equality in aviation.
China	Well Noted
Hong Kong, China	Hong Kong, China supports the Conference's recommendation on gender equality and the NGAP initiative to ensure a competent aviation workforce with gender parity. The Hong Kong, China SAR has enacted legislation promoting gender equality, and HKCAD offers family-friendly facilities, such as lactation rooms and airport preschools, to attract female professionals. Currently, 20% of HKCAD's Air Traffic Safety Electronics Personnel (ATSEP) are women, with identical duties to their male colleagues. Initiatives are in place to promote gender equality in the male-dominated field of electronic engineering, with female ATSEPs featured in media showcasing their expertise in complex projects.
Macau, China	The Civil Aviation Authority of Macao, China has promoted gender equality by encouraging local aviation stakeholders to build capacity for female professionals. Macao's home carrier ensures fair recruitment, supports women in technical roles, and currently has one-third of its flight operations officers as women. Its cadet pilot program, launched in 2018, has successfully fostered local female pilots, highlighting Macao's commitment to gender equality in aviation.
India	https://unitingaviation.com/regions/asia-pacific/improving-gender-equality-in-indias-aviation-workforce/
Indonesia	Indonesia has demonstrated strong support for gender equality in civil aviation through significant leadership appointments, such as Mrs. Polana, the first female Director General of Civil Aviation (2018-2020), and Mrs. Kristi, who has served since 2022 as the second woman in this executive role. Currently, women comprise 25% of Indonesia's civil aviation workforce, including 587 female inspectors and engineers, 595 female air traffic controllers, 416 female pilots, and 173 female aeronautical communication officers. Indonesia is committed to providing equal opportunities for both female and male personnel in terms of capacity development and career advancement.

Japan	Japan enacted the "Basic Act for a Gender-Equal Society" in 1999 and has since actively addressed gender equality. To increase the low percentage of female pilots, Japan will conduct a fact-finding survey in 2024 to identify disincentives and implement corrective measures. The country is also collecting gender- and age-disaggregated data on ground handling workers to analyze industry trends and will develop measures based on the findings. Japan remains committed to promoting gender equality and supporting NGAP objectives.
The Philippines	Philippines has been continuously improving its services to maintain a globally competitive aviation industry that also focuses on welfare and convenience, and to improve inclusive economic growth, beneficial to the country, through its competent personnel, its use of relevant information technology and its strict compliance with both international local standards and laws – one of which is its recognition of the crucial role of women in nation building and development as evidenced in its Gender and Development (GAD) initiatives to advocate gender equality, women empowerment and gender-responsiveness.
Papau New Guinea	The State of Papua New Guinea (PNG) has commenced initial steps in its Government approval process, on the development of the Next Generation of Aviation Professional Program for the civil aviation sub-sector. This will focus on identifying future skill gaps and the collaboration with the education stakeholders to develop Policies and corresponding strategies. Programs and initiatives will focus on attracting, retaining and empowering qualified aviation professionals. This will cover promotion of STEM, aviation studies, and vocational and technical skills development. PNG is utilising its bilateral engagements with other APAC States, to collaborate on this initiative. PNG is encouraging home grown institutions in the development of aviation professionals by: (1) Certification and Operating regulations in place (CAR Part 141) for training institutions. (2) Aviation Open Day/Career Day and newsletters identifying STEM and advocating interest from school leaves & the public. (3) CASA PNG in-house graduate development programme. This program started in 2010, with a total of thirteen (13) current staff, who came through this program and are currently working in the areas of Flight Operations, Airworthiness, Air Traffic Control, Licensing, PANS-OPS, CNS, Search and Rescue, including Human Resource Management and Strategic Management and Policy. (4) Development of in-house Principal Medical officer (PMO) qualified to Australia/New Zealand Standards (MAvMed PGDipAeroRT).
Republic of Korea	The Republic of Korea (ROK) has been actively supporting ICAO's Gender Equality initiative by conducting the second Aviation Policy for Women course from June 11-18, 2024, continuing its efforts to promote a diverse and inclusive aviation workforce. Additionally, as part of the Next Generation of Aviation Professionals (NGAP) initiative, ROK hosted an "Open Debate with Next Generation of Aviation Professionals" during the 2024 Legal Seminar in April in Seoul. The event featured discussions on balancing innovation and regulation in the future of advanced air mobility, with ICAO Secretary General Juan Carlos Salazar delivering a welcoming speech and engaging with the participants' ideas and perspectives.
Singapore	Singapore is actively promoting gender equality and supporting the Next Generation of Aviation Professionals (NGAP) through various initiatives. These include a scholarship program for young professionals, frequent engagements with Institutes of Higher Learning (IHL) to raise awareness of aviation careers, and the organization of an annual aviation career fair. Additionally, the ICAO Asia Pacific Regional Aviation Training Symposium, scheduled to be held in Singapore in July 2025, will feature NGAP elements to further position the aviation sector as an attractive industry for youth.

Thailand	a) Thailand, through CAAT and stakeholders, is developing an aviation workforce plan focusing on youth and gender equality. This year, CAAT will organize Thailand's first aviation job and education fair to motivate young people and promote equal job opportunities across genders. b) CAAT has proposed addressing aviation manpower and skill gaps in the Civil Aviation policy endorsed by the Cabinet last year. c) CAAT and CATC Thailand are participating in the RTCF to enhance training collaboration among APAC countries. CATC offers a range of aviation certifications and recently launched a Pre-Aeronautical Engineering course to attract younger students to the industry. d) Thailand is ready to support this initiative. e) Thailand will consider investing in comprehensive data collection and analysis on human resource requirements. f) Thailand supports gender equality and the NGAP initiative, willing to nominate representatives for the task force upon its establishment.

Agenda Item 2: Review of Action Items arising from the previous Conference

Action Item 58/2 The Conference urged States/Administrations to report to the APAC Office on the follow-up taken under Action Items in a timely manner for reporting to the next DGCA Conference.

Responses on Action Item 58/2

Australia	Noted.
China	Well Noted
Hong Kong, China	Hong Kong, China supports the recommended action item regarding timely reporting on the follow-up taken under the Action Items to the ICAO APAC Office.
Macau, China	Noted.
Papau New Guinea	PNG noted this.
Singapore	Noted.
Thailand	Thailand has consistently reported responses to Action Items to the APAC Office on time and is committed to submitting our response for the 59th DGCA Conference within the specified deadline.

AGENDA ITEM 3 : AVIATION SAFETY

Action Item 58/3 Noting the need to share the best practices and strengthen regional cooperation on the 'how to achieve compliance with an ICAO Standard by an alternative means', the Conference requested RASCF and RASG APAC or their contributory bodies to consider organising a workshop/session to share experiences and convey the outcomes to the Secretariat for the USOAP-CMA and USAP-CMA.

Responses on Action Item 58/3

Australia	For the 14th Air Navigation Conference (2024), Australia co-sponsored New Zealand's paper on AN- Conf/14-WP/121 Evolution of Audit Methodologies in Response to New Aviation Technologies. As reported in the Draft Report on Agenda item 1 for the 14th Air Navigation Conference: AN-Conf/14-WP/121, presented by New Zealand and co-sponsored by Australia, Canada and the United Kingdom, addressed the need for Universal Safety Oversight Audit Programme (USOAP) audit methodologies to respond to new and emerging aviation technologies and regulatory approaches, as well as being capable of recognizing alternative means of meeting the outcomes sought by Standards and Recommended Practices (SARPs). The Committee noted the process that the USOAP Continuous Monitoring Approach (CMA) used to evolve its tools and methodologies, which takes into account performance-based SARPs. The Committee agreed that the paper (WP/121) be referred to the relevant ICAO technical expert groups to be carefully considered in progressing the development and enhancement of performance-based SARPs, as well as evolving the USOAP CMA using a step by-step approach, promoting its stability and reliability, and taking into consideration the lessons learned from the State Safety Programme Implementation Assessments (SSPIAs).
China	Well Noted
Hong Kong, China	Hong Kong, China noted the recommended action for RASCF and RASG APAC to consider organizing a workshop to share experiences from USOAP-CMA and USAP-CMA. Committed to aviation safety, Hong Kong ensures compliance with ICAO Standards and Recommended Practices (SARPs) and supports regional cooperation and best practices among APAC States. However, Hong Kong emphasizes the importance of maintaining the confidentiality principle of ICAO's Audit Programme if information from ICAO audits is shared.
Macau, China	Macao, China has participated in the USOAP-CMA workshop in 2024 to understand the latest development of the USOAP-CMA.
Japan	Japan has actively contributed to improving aviation safety by sharing its efforts, including submitting a discussion paper (DP) on turbulence encounters at this conference. These contributions go beyond addressing "how to achieve compliance with an ICAO Standard by alternative means."
The Philippines	Philippines acknowledges the call for the RASCF and RASG APAC or their contributory bodies in organising a workshop/session to share experiences and convey the outcomes to the Secretariat for the USOAP-CMA and USAP-CMA.
Papau New Guinea	PNG noted this.
Singapore	Not Applicable.
Thailand	Thailand participated in ICAO workshops on USOAP-CMA and USAP-CMA, sharing our experiences. Additionally, CAAT held a bilateral meeting with countries in the region, including Vietnam and Singapore, as part of the Singapore-Thailand Dialogue on Aviation Cooperation.

Action Item 58/4

To ensure efficient and safe ground operations and prevent incidents and accidents, the Conference:
a)Encouraged States/Administrations, International Organizations, Industries and Safety Partners to share their best practices, technologies, and procedures related to aircraft handling, apron management and ground support equipment for enhancing safety Standards; and
b)Requested ICAO to continue assistance to the States/Administrations through Guidance Material, seminars, workshops, and training on Runway safety and Wildlife Hazard Management.

Responses on Action Item 58/4

Australia	Australia continues to be supportive of any ICAO guidance material/seminars associated with Runway Safety and Wildlife Hazard Management. At a regional level, Australia has established its own Local Runway Safety Teams (LRSTs) and a National Runway Safety Group (NRSG) to promote the sharing of runway safety related information across stakeholders. The NRSG is a part of Australia's SSP Governance forum and is supported by Australia's Inter-agency Aviation Safety Promotion working Group (IASPWG) to disseminate safety promotions and education. Australia has also provided significant input to the recently formed APAC Wildlife Hazard Management Working Group.

China	1. The "Flight Standards Management Handbook" has been released by the CAAC, and Chapter 10 specifies the management requirements that each certificate holder conducting domestic and international scheduled passenger and supplementary operations shall establish corresponding ground service management organizations. The certificate holder shall specify all training requirements, external delegation policies, management procedures, and work standards and specifications for ground services in the operations manual, ground service manual, load balancing manual, or ground service personnel training program, such as apron operations, passenger services, baggage services, cabin services, load and balance control, ground facilities and equipment, and fuel services. 2. The language proficiency of Chinese civil aviation pilots has been enhanced to reduce the probability of unsafe incidents caused by insufficient language proficiency of the pilots. First, the scorers of the language proficiency test are required to strictly evaluate pilot's language abilities according to the standards; second, pilots are required to strictly adhere to standard communication requirements and use standard terminology for communication during operations; third, pilot's language application ability is randomly checked during apron inspections, and at the same time, the expert group resources are utilised to randomly check the English application ability of pilots. For crew members involved in communication related incidents and those given negative evaluations of English ability during apron inspections by overseas authorities, English application ability assessments and supplementary training will be organized. 3. At the ICAO 14th Air Navigation Conference, China introduced the development of Civil Aviation Airport Vehicle Runway Incursion Surveillance and Warning System and shared the experience in the application of runway anti-intrusion technology, to improve the global airport operation safety.
Hong Kong, China	Hong Kong, China acknowledges the recommended action item. The Civil Aviation Department (HKCAD) is collaborating closely with the Airport Authority Hong Kong (AAHK) to monitor franchisees, including ground handling operators, ensuring that aerodrome safety at Hong Kong International Airport (HKIA) is upheld.
Macau, China	Noted.
Indonesia	The Directorate General of Civil Aviation (DGCA) has issued Decree PR 7 DGCA 2024, which includes Operational Technical Guidelines for Civil Aviation Safety Regulation Part 139-29 (Advisory Circular CASR Part 139-29) concerning the Surface Movement Guidance and Control System (SMGCS). These guidelines are designed for aerodrome operators and flight navigation operators to develop effective ground movement control and guidance systems at aerodromes. Indonesia encourages airport operators to conduct internal audits of ground operation activities and report their findings annually to the DGCA, as mandated by CASR 139 regarding internal safety audits. Additionally, the DGCA collaborates with stakeholders, including air operators, airport operators, and ground handling operators, to draft comprehensive guidance that oversees both safety and service parameters.
Japan	Japan actively collects and analyzes safety information related to aircraft handling, apron management, and ground support equipment, sharing best practices with stakeholders. The country proposed developing guidance to enhance Crew Resource Management (CRM) training for runway incursions and discussed human factors training for non-airline pilots. Additionally, Japan participated in ICAO panel activities as a working group member (AOWG), supporting the creation of a new job card for continued consideration of Wildlife Hazard Management in the expert study group.
Papau New Guinea	PNG sustainable aerodrome safety and standards and modernization of airport facilities are carried in conjunction with the PNG Civil Aviation Develpment Investment Program (CADIP). The program also covers enhancement of staff training and promoting eco-friendly practices. PNG also collaborates with international partners through our participation in APANPIRG, DGCA, APRAST and ICAO Assembly and regular communication with the ICAO PSIDS Liaison Officer for knowledge sharing and adopting best practices specific to PNG's aviation needs. PNG has implimented its enforcement regulations and is embarking on Risk Based Surveillance Approachto ensure it promotes compliance and have a risk focused and rigorous safety audits and regulatory enforcement programs.

The Philippines	a) is always ready to share its best practices, technologies, and procedures related to aircraft handling, apron management and ground support equipment with other States/Administrations for enhancing safety standards, when so requested. b) agrees to request that ICAO provide Guidance Material, seminars, workshops, and training on Runway safety and Wildlife Hazard Management.
Republic of Korea	The Republic of Korea has been implementing its "Ground Handling Safety Management Enhancement and Support Plan" since June 2023, with 4 out of 10 tasks completed and 6 tasks ongoing. Key areas of progress include: Management Support: Support for scrapping old vehicles and expanding charging infrastructure is completed, while technical support and development of educational spaces are ongoing. Strengthening Safety Management: Legal revisions to establish fines and inspection authority were completed in August 2024, and special inspections, safety campaigns, and transitioning vehicle inspections to airport operators are ongoing. Facility Expansion: Worker safety and convenience facilities are being expanded, and a lightning warning system was implemented in August 2023. The ROK is actively monitoring safety incidents, evaluating policy effectiveness, and engaging with ground service operators through regular meetings to identify further improvements.
Singapore	Singapore has shared its best practices with APAC States through bilateral engagements and ICAO APAC meetings. For instance, Singapore presented its runway Foreign Object Debris (FOD) surveillance and detection regimes during the ICAO APAC Aerodrome Operations and Planning Subgroup meeting.
Thailand	Noted

Action Item 58/5 Noting the importance of AIG Safety Recommendations, the Conference requested ICAO to consider including a Protocol Question (PQ) in each Critical Area of the USOAP CMA to ensure effective implementation of the agreed Safety Recommendations.

Responses on Action Item 58/5

Australia	Noted.
China	Well Noted
Hong Kong, China	Hong Kong, China recognizes the significance of AIG Safety Recommendations in enhancing aviation safety and preventing similar accidents or incidents. The inclusion of a Protocol Question in each Critical Area is fully supported to ensure adherence to and effective implementation of the agreed Safety Recommendations.
Macau, China	Noted.
Japan	Japan has established a system to ensure the effective implementation of AIG (Accident Investigation Group) Safety Recommendations in compliance with national laws and regulations.
The Philippines	Philippines through the Aircraft Accident Investigation and Inquiry Board (AAIIB) agrees with the proposal to include a Protocol Question (PQ) in each Critical Area of the USOAP CMA to ensure effective implementation of the agreed Safety Recommendations.
Singapore	Not Applicable.
Thailand	Noted

Action Item 58/6 Recognising the need to foster the establishment of a safety culture improvement programme in the APAC Region, the Conference agreed that FSF conduct a Safety Culture Workshop in 2024.

Responses on Action Item 58/6

Australia	Australia notes the important role safety culture plays at all levels of aviation. Accordingly, Australia maintains an active role in promoting positive safety culture through its activities/guidance materials as well as participation in global and regional groups including the ICAO Safety Management Panel and Safety Management International Collaboration Group. More specifically, Australia continues to support regional capacity building efforts through participation in the RASG-APAC and its subsidiary bodies. Australia's 2024 draft NASP revision amended Goal 5 to 'Enhance greater safety programme collaboration between Australian industry, industry associations and State agencies. This update targets the sharing of safety lessons learned at a whole of industry level, supported by industry associations, and therefore fostering a positive safety culture to strengthen cooperation among industry stakeholders. The associated Safety Enhancement Initiative action, which is a reportable measure, is to further promote and enhance positive safety culture across our industry service providers.
China	Well Noted
Hong Kong, China	Hong Kong, China supports the recommended action item and fully endorses the Flight Safety Foundation's conduct of a Safety Culture Workshop to further promote safety culture within the aviation sector in the APAC region.
Macau, China	Noted.
Indonesia	Indonesia agreed that FSF conduct a Safety Culture Workshop in 2024
Japan	Japan recognizes the importance of fostering a safety culture and shares our efforts as appropriate.
Papau New Guinea	PNG Civl Aviation Rule Part 100 establishes the requirements for Safety Management Sysytem and includes promotion of a culture of safety, enhanced safety training, hazard identification, safety reporting and risk management. The PNG Annual Aviation Safety & Security Conference provides a collaborative platform where industry stakeholders share best practices and experience in addressing gaps in expertise, experience, insights, knowledge and information within its air transport industry.
The Philippines	Philippines supports the conduct of a Safety Culture Workshop in 2024.
Singapore	Not Applicable.
Thailand	Thailand's senior management is committed to fostering a positive safety culture in the aviation industry through the State Safety Policy. In 2023, we introduced a Just Culture survey to monitor and enhance safety performance, complemented by a safety talk promoting fairness, accountability, and proactive prevention. This initiative emphasizes understanding root causes over placing blame, encouraging open dialogue and reinforcing our safety commitment. In 2024, Thailand will develop a safety culture survey to assess service providers' perceptions, analyze results, rank operators, and provide recommendations for improving safety performance.

Action Item 58/7 To support the FSF AP-CAS ongoing efforts in performing a comprehensive regional safety assessment, the Conference encouraged States/Administrations to participate in a Workshop on the 'Interactive Dashboard and Regional Safety Assessment' in 2024 organised by FSF.

Responses on Action Item 58/7

Australia	Australia maintains support for regional activities associated with the safety assessment proposed by FSF. An Australian official attended the FSF Aviation Safety Network webinar which included familiarisation with the Interactive Dashboard. Different features of the dashboard are accessible online, with the tool being a source of data collection for Australia.
China	Well Noted
Hong Kong, China	Hong Kong, China acknowledges the ongoing efforts of the Flight Safety Foundation Asia Pacific Centre for Aviation Safety (FSF AP-CAS) in conducting a comprehensive safety assessment and the recommended action. The State Safety Programme (SSP) has been fully implemented in Hong Kong since 2017, with regular reviews of its effectiveness and the aviation sector's safety performance to identify potential trends or issues early. Hong Kong will support regional workshops and other initiatives focused on comprehensive safety assessment.
Macau, China	Macao, China has participated in the workshop organized by FSF on the 'Interactive Dashboard and Regional Safety Assessment'.
Indonesia	Indonesia will participate in Workshop on the 'Interactive Dashboard and Regional Safety Assessment' in 2024 organised by FSF.

Japan	Japan is in the process of advancing its State Safety Programmes (SSPs) and transitioning to a data-driven safety management system for enhanced safety oversight and management.
Papau New Guinea	PNG participated in the virtual workshop on 28th November 2023. PNG will refer to the FSF APCAS Regional Safety Assessment report and in particular its Fact Sheets, when they become available, when preparing National Aviation Safety Plans or updating the existing Regional or National Aviation Safety Plans.
The Philippines	Philippines through the Civil Aviation Authority of the Philippines (CAAP) attended the workshop. The dashboard presented was very informative, easier to understand, thus considers to adopt a similar dashboard moving forward.
Singapore	Singapore has participated in the workshop organised by the FSF.
Thailand	Thailand by CAAT participated in regional safety assessment workshop conducted by FSF on 28 November 2023.

Action Item 58/8 Noting the benefits that can be derived from air traffic controller-pilot collaboration through the simulator training programme, the Conference encouraged air navigation service providers and operators to implement a simulator training programme to improve air traffic controller–pilot communication, situational awareness, and decision-making in flight operations.

Responses on Action Item 58/8

Australia	Implementation of an observer simulator training programme for qualified air traffic controllers (ATCOs) is proposed in Australia. This programme would involve interactive simulator sessions that replicate real- world flight scenarios and challenges performed by pilots, allowing ATCOs to experience flight operations from the pilot's perspective. The training would focus on critical moments of coordination between ATC and pilots, thereby enhancing situational awareness and improving mutual communication. This initiative would require collaboration between the ANSP and those airlines conducting pilot simulator training within Australia. Prior to becoming a requirement of ATCO training under CASR Part 65, there are various implementation phases required including trials, development of a curriculum and assessment of suitability of training in the long-term.
Bangladesh	
China	1.The language proficiency level of pilots is strictly evaluated in accordance with the ICAO and CAAC standards. The pilots are required to apply standard terminology for communication during the trainings and operations, and maintain good situational awareness to reduce the risk of unsafe incidents due to communication reasons. 2.In the Chinese Civil Aviation Flight Practice Examination and Proficiency Check, emphasis is placed on evaluating pilot’s non-technical competencies, such as communication and decision-making, objectively assessing their job competencies, and guiding flight training towards competency-based training and evaluation.
Hong Kong, China	Hong Kong, China acknowledges the recommended action item. The Civil Aviation Department (HKCAD) has been organizing flight simulator training programs for Air Traffic Control Officers to enhance communication between air traffic controllers and pilots, as well as to improve situational awareness and decision-making in flight operations.
Macau, China	Noted.
Japan	Japan has been making efforts to ensure communication between air traffic controllers and pilots.
Papau New Guinea	PNG is establishing its flight operations Simulator Training Programme. Runway incursions and excursions are not a significant issue in PNG.
The Philippines	Philippines through the Civil Aviation Authority of the Philippines (CAAP) agrees with the Action Item and has initially inquired with airline operators during stakeholders' meetings about the possibility of arranging ATC-Pilot collaboration through simulator training. Most of the local operators are amenable to the proposal. Possible scenarios will come from the safety data of ATS.
Singapore	Noted.
Thailand	AEROTHAI in Thailand has employed a simulator to train air traffic controllers across all service areas, enhancing their capabilities in delivering safe air traffic services. This long-standing experience shows that simulator training significantly improves communication skills and decision-making abilities through simulated scenarios.

Action Item 58/9 Noting that ICAO will issue a State Letter in November/December 2023 on High Altitude Operations (HAO), the Conference encouraged States/Administrations to provide feedback to enable ICAO to commence work on the risk analysis and mitigation processes, and draft unified legal guidance to sustain the emerging HAO.

Responses on Action Item 58/9

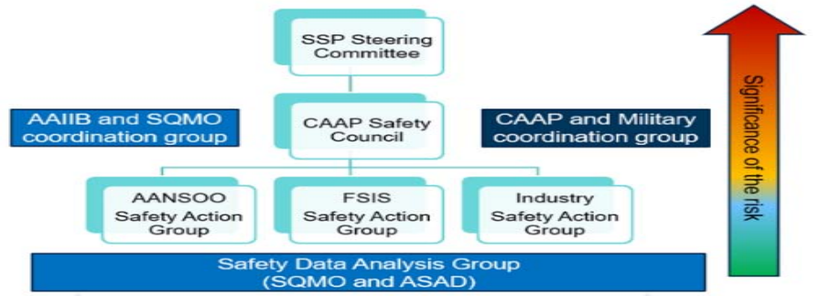
Australia	At the 14th Air Navigation Conference in 2024, the Conference agreed that space operations were distinct from High Altitude Operations (HAO) and warranted separate work streams with ICAO to work on safe integration of space transport (through guidance material for ANSPs) and on HAO. HAOs take place in airspace above the cruising levels normally used by conventional aircraft (typically, above 60,000 feet). Examples include lightweight long endurance aircraft, balloons, supersonic and hypersonic aircraft as well as airspace transits during space vehicle launches and recoveries. Australia supports the priority development of separation management solutions and contingency planning strategies by ICAO in relation to HAOs and considers the job tasking should also include reference to the application of risk assessments and operational monitoring to ensure acceptable risk levels are not exceeded.
China	China replied the questionnaire on HAO, and nominated the focal point and expert. During the 14th Air Navigation Conference, China discussed the HAO issues with other participants.
Hong Kong, China	Hong Kong, China takes note of the action item.
Macau, China	Noted.
Japan	Japan has already responded to the survey on High Altitude Operations (HAO).
Papau New Guinea	PNG provided its response to ICAO AN1/71-24/10 Survey related to High Altitude Operations with its completed survey on the 01st May 2024.
The Philippines	Philippines notes this Action Item
Singapore	Singapore has responded to the ICAO State Letter on High Altitude Operations (HAO).
Thailand	Thailand, through CAAT, has joined the Airspace Organization and Management Technical Working Group (AOM TWG) as the secretary, coordinating joint operations with GISTDA, the Royal Thai Air Force, and the Ministry of Defense. This collaboration aims to create an integrated plan for Air Traffic Management (ATM) and Space Traffic Management (STM). The working group is currently conducting preliminary studies to gather insights on High Altitude Operations, which will be reported to ICAO, ensuring continuous progress via established mechanisms.

Action Item 58/10 Given the trust and collaboration between government and service providers is critical, the Conference encouraged States/Administrations to share their experiences in achieving effective implementation of the SSP and data-driven state safety management.

Responses on Action Item 58/10

Australia	Australia continues to make significant effort building trust and collaboration between State Agencies and Industry service providers for effective implementation of our SSP and NASP, and to enhance our data- driven state safety management. Efforts to enhance trust and collaboration through various programs have included: • Dedicated SSP working group forums focusing on regulation changes (Aviation Safety Advisory Panel and Technical Working Groups) • Active stakeholder engagement targeting smaller and medium sized service providers utilising collaborative learning strategies • Promotion of mandatory and voluntary reporting system through the ATSB which affords separation from the regulatory oversight functions of the SSP • SSP governance forums designed to assist with gathering safety intelligence from industry through collaboration to identify emerging safety issues and risks. Australia is revising its SSP and NASP after industry consultation. This retains balance between trust and collaboration while retaining service provision accountability for meeting safety performance standards.
China	Well Noted

Hong Kong, China	Hong Kong, China agrees that building trust and maintaining collaboration between government and service providers is essential for enhancing aviation safety. The Civil Aviation Department (HKCAD) has worked closely with service providers to reinforce safety partnerships through various activities under Hong Kong's Aviation Safety Plan. Recently, a Safety Management Briefing was held in July 2024, where HKCAD and service providers shared their commitment to achieving safety management initiatives. This event also provided a platform for the industry to share experiences in implementing safety management and cultivating safety culture. Additionally, safety culture promotion and survey activities are being planned to identify new initiatives that will further enhance existing data-informed safety management practices.
Macau, China	Macao, China regularly organizes Safety Manager meetings to exchange information and opinions on safety management, enhancing trust and collaboration between the government and service providers for effective SSP implementation and data-driven safety management.
Indonesia	Indonesia is collaborating with several ASEAN countries, including Singapore, Malaysia, Thailand, and the Philippines, to draft a Memorandum of Understanding (MoU) focused on regional data sharing for the exchange of aviation safety data precursor events. The MoU is scheduled to be signed in October 2024 in Cebu, Philippines, coinciding with the DG Conference. The data to be shared under this MoU includes: a) TCAS-RA (Traffic Collision Avoidance System Resolution Advisories) b) Deviation from ATC assigned altitude c) GPWS/TAWS (Ground Proximity Warning System/Terrain Awareness and Warning System) d) Severe turbulence e) Windshear f) Bird strike g) Dangerous goods
Japan	Japan is currently enhancing its State Safety Programme (SSP) and transitioning to a data-driven safety management system to improve safety management and oversight.
Papau New Guinea	The PNG SSP and NASP are being finalised. PNG Acknowledges the importance of the commitment of civil aviation authorities to“strengthening trust and collaboration between government and service providers”as a critical factor in achieving effective implementation of the SSP and data-driven state safety management. PNG is planning to publish its NASP and SSP in 2024 and by 2025 develop working groups and developTerms of reference to facilttae collaboration and trust between the regulator and service providers.

The Philippines	A data-driven state safety management requires a good quality safety data to help us to understand the real risk picture. This further requires a good safety culture and collaboration across the industry to encourage them to report occurrences including errors, mistakes and near miss events that we can all learn from. In 2023, we received 4,800 reports which is equivalent to a 23% increase as compared to 3,800 reports received in 2022. We are implementing a digital reporting system to improve the number and quality of reports we are getting. CAAP recently amended its State Safety Program with a new governance structure that include our stakeholders in the industry.  ❖ Department of Environment and Natural Resources (DENR) ❖ Philippine Atmospheric, Geophysical and Astronomical Services Administration (PAGASA)
	In support of the SSP Steering Committee, a CAAP Safety Council was established with representatives from the heads of the CAAP oversight departments to handle high level technical and operational decisions. In addition, 3 Safety Action Groups were established. The Flight Safety Inspectorate Services Safety Action Group (FSAG) and Aerodrome and Air Navigation Safety Oversight Office Safety Action Group (ANSAG) were created to sit within the existing CAAP organizational structure. An Industry Safety Action Group (ISAG) was also established so that the Philippines aviation industry would have a voice and be able to contribute to aviation safety in the Philippines and support the SSP implementation and contribute towards the National Aviation Safety Plan. Collaboration Groups with the Philippine Air Force and Aircraft Accident Investigation and Inquiry Board are in place and we have launched workshops with our stakeholders and safety summits with Approved Maintenance Organization, Approved Training Organization and Air Operator Certificate holders. Collaborative efforts have likewise been initiated with our foreign counterparts in the industry, with ICAO and international organization. These initiatives are instrumental towards achieving an effective State Safety Program.
Republic of Korea	The Republic of Korea participated in the panel discussion session at the 2nd Asia-Pacific Ministerial Conference on Aviation in September 2024, sharing the progress of the Republic's State Safety Program (SSP) implementation, including the establishment of data-driven quantitative safety objectives, indicators, and risk management.
Singapore	APRAST, in collaboration with the ICAO APAC Regional Office, is planning to organize a regional Seminar on Safety Management in February 2025. The seminar will cover topics such as State Safety Program (SSP) implementation, data-driven approaches, and safety culture. Singapore will contribute by sharing its experiences in implementing various SSP-related initiatives.

Thailand	Thailand, represented by CAAT, shared its proactive approach to enhancing aviation safety through the development and implementation of the Thailand Aviation Safety Action Plan (TASAP) at APRAST/21 in March 2024, demonstrating its commitment to improving aviation safety.

Action Item 58/11 Realising the challenges in attracting next-generation aviation professionals to cope with the projected traffic growth, the Conference requested ICAO to review and update relevant standards and guidance material on the training of licensed aviation personnel.

Responses on Action Item 58/11

Australia	Australia is actively participating in the ICAO Personnel Training and Licensing Panel which is undertaking work and recommending changes to Annex 1, PANS-TRG and other guidance documents to increase the use of competency-based training and assessment for all personnel. The panel is also working on recommendations that would encourage greater use of simulation for initial as well as recurrent training for all personnel. Other panel work is considering how to reduce barriers and increase the attraction of an aviation career to women, ethnic and other minority groups. In Australia, safety regulations relating to aircraft (including for AAM and RPAS) are managed nationally by the Civil Aviation Safety Authority (CASA). As a general principle, Australia seeks closer alignment of its aviation regulatory arrangements with ICAO Standards and Recommended Practices, and relevant ICAO guidelines, advice or recommendations are considered during the development of Australian regulations and guidance material. CASA has recently introduced a modular licencing pathway for aircraft maintenance personnel licencing that is designed to provide greater flexibility to future licenced maintenance personnel in how their training outcomes can be achieved. The modular licencing pathway allows a maintenance personnel licence (with appropriate exclusions) to be issued more quickly than in the past, allowing a new licence holder to achieve a licence and gain aviation industry employment more quickly than in the past, while restricted to working within a more limited scope. Additional scope and privileges can be attained over time by a licence holder through the completion of additional modules and the gaining of related experience. Modernising the maintenance licence pathway is an important step to ensure that aircraft maintenance remains a viable and attractive career pathway for these potential next-generation aviation professionals. Similarly, for licenced maintenance personnel engaged in maintenance of future AAM aircraft, CASA also sees a potentially expanded role for the use of ‘type-rated’ maintenance training to address aspects of aircraft systems and their underpinning technologies that may be novel or unusual, and that may not be fully addressed in the conventional training syllabus for licenced aircraft maintenance personnel.

China	1. The “Implementation Method for Evidence-Based Training (EBT) of Civil Aviation of China” (AC-121-FS-138) has been released to standardize the implementation of Evidence-Based Training (EBT) and fully implement the relevant standards and requirements of the International Civil Aviation Organization's “Evidence-Based Training Manual” (Doc9995) on EBT, providing guidelines on EBT work for authorities, large aircraft public air transport carriers, and training centers. 2. The pilot language proficiency testing is strictly implemented in accordance with Annex 1 "Issuance of Personnel Licenses" of the International Civil Aviation Convention and the " Manual on the Implementation of ICAO Language Proficiency Requirements" (Doc9835). The syllabus of the Chinese Civil Aviation Language Proficiency Testing has been released to provide a basis for the industry to implement pilot language training. The concept of competency-based training and assessment has been adopted in the new language proficiency test system to more objectively assess the language competency of pilots. 3.According to the concept of competency-based training and evaluation, experts were organized to re-examine the standards of China Civil Aviation Flight Practice Examination. Based on the progress of China's airship research and manufacturing, the preliminary completion of the airship practical examination standards and examination work sheets has been carried out. At the same time, research on the power-lift aircraft practical examination standards has been organized according to the emergence of new aircraft, continuously improving the standard system of China's civil aviation pilot license examination. 4.To strengthen the qualification and capacity establishment of civil aviation maintenance personnel in China, CAAC has revised the "Administrative Rules on Civil Aircraft Maintenance Personnel License" (CCAR-66) and the "Certification Rules for Civil Aircraft Maintenance Training Organizations" (CCAR-147). Major revisions are in 3 aspects: First, Applicants must participate in theoretical and practical training provided by CAAC approved maintenance training organizations and pass related exams before applying for the maintenance personnel license; Second, students majoring in science and engineering are allowed to participate in maintenance personnel license training at school and apply for licenses upon graduation, encouraging the cultivation of more reserve personnel; Third, aircraft type training organizations must develop syllabuses based on the manufacturer's corresponding aircraft type maintenance training specifications.
Hong Kong, China	Hong Kong, China supports the call for ICAO to review and update standards and guidance materials regarding the training of licensed aviation personnel. To attract the next generation of aviation professionals in response to projected traffic growth in the Asia Pacific region, the Civil Aviation Department (HKCAD) has initiated various efforts, including career talks, exhibitions, promotions through TV programs and social media, and engagement with youth at events organized in collaboration with local airlines and aviation partners.
Macau, China	Noted.
Japan	Japan is actively working to secure and utilize human resources for aircraft mechanics and pilots, as outlined in the discussion paper (DP) submitted to this conference.
Papau New Guinea	PNG recognizes the demand and challenges. In aknowledging the strong need for aviation personnel and the barriers to attracting the next generation, PNG has carried out an Open Day-Aviation Career Expo on the 3rd day of its 2024 Annual Aviation Safety & Security Conference. From the overwhelming response, CASA PNG is initiating work towards the establishment of Government Policy & Programs to enable the attraction of young professionals to the aviation sector.
The Philippines	Philippines supports the call for ICAO to review and update relevant standards and guidance material on the training of licensed aviation personnel
Republic of Korea	
Singapore	Not Applicable.
Thailand	Thailand has adopted the Competency-Based Training and Assessment (CBTA) method as an alternative for approving training programs for licensed aviation personnel. However, challenges exist due to a lack of qualified personnel and the absence of applicable standards for CBTA in Approved Training Organizations (ATO). Additionally, the 4-year experience requirement for Aircraft Maintenance Engineers (AME) needs attention. It is recommended that ICAO and member states share their experiences with CBTA training approval and develop specific guidelines for inspectors on CBTA methods.

Action Item 58/12 With the advent of AAM and new technologies and the need for new competencies for airworthiness engineers, the Conference requested States/Administrations to develop tools and guidance materials and consider cooperative measures to train the new workforce.

Responses on Action Item 58/12

Australia	In Australia, safety regulations relating to AAM and RPAS are managed nationally by the Civil Aviation Safety Authority (CASA). The Department of Infrastructure, Transport, Regional Development, Communications and the Arts (the Department) leads on whole-of-government RPAS and AAM policy. CASA has established specialist sections/teams to respond to the policy and technical challenges arising from new technologies in RPAS and AAM. CASA has also identified a broader need for new competencies (alongside traditional competencies) for its airworthiness engineers and has recently initiated workforce planning activities to determine current and future skills needs for its entire aviation technical workforce.
China	Well Noted
Hong Kong, China	Hong Kong, China acknowledges the need to develop tools, guidance materials, and cooperative measures to train the new workforce in competencies related to Advanced Air Mobility (AAM) and new technologies for airworthiness engineers. Hong Kong will monitor the development of such technologies and any available resources from the State of Design and manufacturers.
Macau, China	Macao, China would take note of the outcomes of the first ICAO Advanced Air Mobility Symposium and consider cooperative measures to train the new workforce.
Japan	Japan completed the system development for aircraft, airmen competence certificates, operations, and vertiports by the end of March 2024, in preparation for the implementation of Advanced Air Mobility (AAM) operations at Expo 2025 Osaka, Kansai.
Papau New Guinea	PNG has developed tools and guidance materials to build competencies for airworthiness engineers. CASA PNG has adapted the ICAO-developed Competency Based Training and Assessment (CBTA) Programmes in PNG advisory Circular 141-3. The AC provides detailed guidance on how PNG Aviation Document can achieve CBTA approval for its maintenance personnel.
The Philippines	Philippines notes the requirement to develop tools and guidance materials and considers cooperative measures to train the new workforce to enhance the competencies of the airworthiness engineers with the advent of AAM and new technologies.
Singapore	Noted.
Thailand	Thailand is actively participating in the APAC UAS/UAM workstream at the EU-Asia symposium on UAS/UAM in Singapore from November 7-10, 2023. This involvement includes the AAM Certification, Validation, and Acceptance Workstream for Airworthiness and Capability Building Workstreams. These initiatives aim to equip Civil Aviation Authorities (CAAs) with the capabilities to develop policies and regulations and effectively oversee safety within the AAM ecosystem, encompassing air operations, crew licensing, maintenance, and vertiport operations.

Action Item 58/13 The Conference encouraged States/Administrations to develop fatigue management strategies, implement guidelines for measuring air traffic controller workload and share their best practices and experiences at RASG APAC or contributory bodies to ensure regional harmonisation.

Responses on Action Item 58/13

Australia	Australia continues to improve its ATS Fatigue Risk Management System through a technological uplift of assurance tools. This includes a digital services platform uplift offering improvements to analytical insights and reporting functions in evaluating our fatigue safety performance. Additionally, we continue to test and evaluate the applicability of a range of fatigue monitoring technologies such as actigraphy devices and cognitive state assessments to understand and optimise human performance.
China	Well Noted
Hong Kong, China	Hong Kong, China acknowledges the recommended action item. It has complied with ICAO SARPs on fatigue management as per Amendment 50-B to Annex 11, effective November 5, 2020, by implementing prescriptive regulations to manage fatigue-related safety risks.
Macau, China	Macao, China has developed prescriptive fatigue regulations, which adapt the best industrial practice to local environment, to manage the fatigue of air traffic controllers.

Indonesia	Indonesia has mandated that Aviation Navigation Operators calculate personnel requirements while considering Fatigue Risk Management, as outlined in DG Decree PR 15 of 2022 (MOS 69-01), which addresses licensing, rating, training, and proficiency of air traffic control personnel. However, there are currently no detailed arrangements or specific guidelines regarding Fatigue Risk Management for air traffic controllers.
Japan	Japan is applying the fatigue management implementation requirements established in 2020. While these do not currently measure air traffic controller workload, the requirements may be shared at the next RASG.
Papau New Guinea	Two participants from PNG attended the ICAO seminar from 13 - 15 December 2023 per State Letter Ref: T14/1.42-AP0140/23. PNG nominated a personnel/focal point from its ANSP to be part of the ATM/SG Data Analytic Group. (1) PNG has promulgated regulations for fatigue risk management (CAR 172.55). PNG will Share fatigue management strategies for air traffic controller management in each state/adminstration as required. (2) PNG will improve and develop guidelines for measuring air traffic controller workload, through a checklist item in our audit programme.
The Philippines	Philippines through the CAAP has proposed Amendment to the MOS for Air Traffic Service regarding the implementation of Fatigue Management which is undergoing review by ANSP. Noting the lack of ATCOs, multiple Ab Initio Training for ATCs will be conducted to fill the gap. In addition, reorganization in the CAAP is underway which will pave the way for more positions for ATCOs that will be hired after the Ab Initio Training.
Singapore	Singapore has completed a fatigue risk management study for air traffic controllers to validate the established work limits and rest minima for its controllers.
Thailand	Thailand, through CAAT, is collaborating with air navigation service providers to develop a Fatigue Management system aimed at assessing the workload of air traffic controllers (ATCOs). Currently, the working hours of ATCOs do not align with the standards established by ICAO.

Action Item 58/14 Noting the regulatory framework and deployment in Europe of Innovative Aerial Services and AAM, the Conference encouraged States/Administrations to participate in the EU-Asia symposium on UAS/UAM to be held in Singapore on 7-10 November 2023.

Responses on Action Item 58/14

Australia	Noted.
China	Based on the EU-China APP project, China and the European stakeholders have conducted in-depth exchanges on UTM , UAS pilot management, , aircraft registration management, airworthiness , etc. The Civil Aviation Administration of China (CAAC) organized domestic academic institutions to participate in the 2023 EU-Asia symposium on UAS/UAM. We are willing to continue the exchanges on UAS, UTM, AAM etc. with all stakeholders.
Hong Kong, China	Hong Kong, China acknowledges the proposed European regulatory framework. The Small Unmanned Aircraft Order (Cap. 448G) took effect on December 1, 2022, regulating operations of small unmanned aircraft (SUA) weighing up to 25 kg under a risk-based approach. Hong Kong will continue to monitor international developments in Advanced Air Mobility (AAM). Additionally, Hong Kong supported the conference recommendation and participated in the EU-Asia symposium on Unmanned Aircraft Systems (UAS) and Urban Air Mobility (UAM) in Singapore from November 7-10, 2023. The development of UAS/UAM in Europe will be referenced in the advancement of the low-altitude economy in Hong Kong.
Macau, China	Noted.
Japan	Japan participated in the EU-Asia symposium and the Asia-Pacific Regulators Meeting on AAM and UAS, contributing to the development of AAM Reference Guidelines to facilitate AAM deployment.

Papau New Guinea	PNG acknowledge EASA's proposed regulatory framework and initiatives for IAS and IAM. PNG Annual Aviation Safety and Security Conference has been our platform that promotes collaboration amongst our industry stakeholders. We discuss emerging trends and technologies in aviation. Going forward, discussion will include how we are to address the challenges posed by these new entrants into the aviation ecosystem.
The Philippines	Philippines participated in the EU-Asia symposium on UAS/UAM held in Singapore on 7-10 November 2023.
Republic of Korea	The Republic of Korea participated in the symposium and made efforts to establish a cooperative framework in Advanced Air Mobility (AAM) and Unmanned Aircraft Systems (UAS) with the Sattes in Asia-Pacific region and EASA.
Singapore	Singapore participated in the EU-Asia symposium on UAS/UAM on 7-10 November 2023.
Thailand	Thailand, through CAAT, participated in the EU-Asia symposium on UAS/UAM in Singapore and is actively involved in the APAC UAS/UAM workstreams, including: Certification, Validation, and Acceptance Entry into Service Capability Building

Action Item 58/15 To facilitate the safe and efficient deployment of autonomous vehicles (AVs) at the airside, the Conference encouraged:
a)States/Administrations to share the experience and information about AV trials and operations at the airside; and
b)ICAO to consider the development of guidance materials and/or SARPs, as necessary.

Responses on Action Item 58/15

Australia	Noted.
China	At the ICAO 14th Air Navigation Conference, China introduced the development of Unmanned Passenger Boarding Bridges and the technical requirements and testing specifications, to promote this unmanned technology globally and the operational safety of large airports equipments worldwide, and improve flight regularity rate and apron turnover efficiency.
Hong Kong, China	Hong Kong, China acknowledges the advantages of deploying autonomous vehicles (AVs) at the airside. It has participated in AOP/SG/7 and DGCA/57 meetings to share its regulatory perspectives on implementing AVs at Hong Kong International Airport. Furthermore, Hong Kong supports the call for ICAO to develop guidance materials and/or SARPs to ensure the safe and efficient deployment of AVs at the airside.
Macau, China	Noted.
Japan	a) Japan has shared its experiences and information regarding autonomous vehicle (AV) demonstration experiments and operational rules at airports through cooperative frameworks with relevant countries and organizations. b) Japan has actively participated in ICAO panel activities as a Working Group (WG) member and proposed the development of guidance materials and SARPs for the introduction of AV at airports, while advocating for the adoption of a new job card for future consideration.
The Philippines	Philippines recognizes the need to:a) share experiences and information about AV trials and operations at the airside, once available; andb) develop guidance materials and/or SARPS, as appropriate
Republic of Korea	The Republic of Korea is conducting studies to support the safe and efficient introduction of autonomous vehicles at airports, with an initial study presented at the 8th AOPSG meeting. The focus is on using digitalization and automation to enhance safety and operational efficiency, particularly through the application of autonomous driving technology to ground handling vehicles. This aims to improve efficiency, reduce human error, and strengthen safety. Additionally, the aerodrome manual has been revised to establish a regulatory framework, and trial operations are currently in progress.

Singapore	Singapore is developing a regulatory framework for Autonomous Vehicles (AVs) at the airside in close collaboration with the aerodrome operator and other relevant agencies. An Advisory Circular on the implementation of AVs at the airside has also been published.
Thailand	Noted

Action Item 58/16 Noting the efforts in strengthening and supporting the safety management of ground handling in the region, the Conference encouraged States/Administrations and industry stakeholders to share their activities and challenges in the safety management of ground handling.

Responses on Action Item 58/16

Australia	Australian legislation provides a mechanism to approve Authorisation Holders rather than directly regulating ground handling providers. In terms of the safety management of ground handling CASA has: • reviewed its surveillance approach and subsequently developed and incorporated a CASA National Oversight Plan. This approach aims to improve the scheduling and assessment, inclusive of ground operations and safety management, within a structured and data driven approach. • initiated and continues to support a Ground Operations Safety Advisory Forum (GO-SAFE), the forum provides an avenue for safety related discussion and organisation safety management learnings by involving a mix of those organisations who are subject to oversight by CASA (air operator certificate holders and aerodromes) with the organisations who do not have a regulatory relationship, but whose actions directly impact the safety of operations on the ground (ground handling agents). During the last GOSAFE meeting (held Sep 24) safety management system benefits and varying levels of safety management understanding within the industry was discussed. CASA offered support to organisations that identified the need for additional information and/or education to be provided via its aviation safety advisors (ASAs) section.
China	Well Noted
Hong Kong, China	Hong Kong, China recognizes the efforts to strengthen and support safety management in ground handling. At Hong Kong International Airport (HKIA), ground handling service providers (GHSPs) operate under franchise agreements with the Airport Authority Hong Kong (AAHK). AAHK has established a mechanism to monitor the safety performance of its franchisees through various oversight activities, including ramp inspections, audits, safety committee meetings, reviews of key performance indicators, and investigations of ground occurrences. GHSPs are also required to develop and implement their own safety management systems (SMS), which are subject to AAHK's oversight as outlined in AAHK's SMS Manual. The Civil Aviation Department (HKCAD) conducts regular audits and inspections, working closely with AAHK to monitor franchisee activities and ensure the effective implementation of SMS at HKIA.
Macau, China	Noted.
Japan	Japan is evaluating institutional measures aimed at enhancing the State's safety oversight system for ground handling service providers.
Papau New Guinea	PNG notes the Republic of Korea's efforts in strengthening and supporting the safety management of ground handling.
The Philippines	Philippines continues to collaborate with industry stakeholders in sharing lessons learned, challenges and successes in the safety management of ground handling.
Singapore	Noted.
Thailand	Currently, Thailand does not directly oversee Ground Handling Service Providers (GHSP) due to the absence of CE-2 regulations. Inspections are conducted through Thai AOC holders instead.

Action Item 58/17 The Conference encouraged States/Administrations to publish the Accident Investigation Report as per the associated timeline required in Annex 13 and resolve the current deficiencies of the Accident Investigation in the ICAO APAC region.

Responses on Action Item 58/17

Australia	The Australian Transport Safety Bureau (ATSB) publishes Investigation Reports within the recommended timelines as per Annex 13 (12 months). In the event a Final Report is not published within 12 months, the ATSB publishes an interim statement on its website which details the progress of the investigation and any safety issues raised. The ATSB also provides assistance to other States by appointing accredited representatives to their investigations which has recently included Tonga, Vanuatu, New Zealand, PNG and Indonesia. The ATSB also Chairs the Asia Pacific Accident Investigation Group.
China	Well Noted
Hong Kong, China	Hong Kong, China acknowledges the requirement to publish Accident Investigation Reports in accordance with the timeline specified in Annex 13 and has been adhering to this timeline. All completed investigation reports have been publicly available on the website of the Air Accident Investigation Authority (AAIA).
Macau, China	Macao, China implemented the accident investigation procedures to publish investigation report which comply with the associated timeline required in the ICAO Annex 13.
Japan	Japan fully supports the conference's efforts. The Japan Transport Safety Board publishes Accident Investigation Reports on its website in compliance with the timelines outlined in Annex 13.
Papau New Guinea	The PNG Accident Investigation Commission publishes the Accident Reports on its website. PNG will share information as required, and when serious incidents are reported and investigated by our AIC, they are published.
The Philippines	Philippines through the Aircraft Accident Investigation and Inquiry Board (AAIIB) is compliant with the requirements of the ICAO Annex 13, wherein preliminary reports are sent to all interested parties within 30 days and to the ICAO. Also, all investigations concluded are published on the CAAP website.
Republic of Korea	The Republic of Korea is making every effort to publish the Accident Investigation Report as per Annex 13 and is going to participate in resolving the current deficienvies of the Accident Investigation in the APAC region.
Singapore	Singapore’s Transport Safety Investigation Bureau (TSIB) publishes the Final Reports of its Air Safety Investigations in accordance with the timeline set out in ICAO Annex 13.
Thailand	Thailand is developing a system to publish Accident Investigation Reports in accordance with Annex 13 and is working to address existing deficiencies in the process.

Action Item 58/18 The Conference:

a)Encouraged States/Administrations and industry organisations to continue collaborating and developing new and relevant training programs for ANS Personnel; and

b)Invited the APAC ANSP Committee (AAC) to consider developing strategies for collaborative support for ANS training.

Action Item 58/18

Australia	Australia has participated in the Asia Pacific Air Navigation Service Provider Committee Meetings and made significant contributions to the outcomes of workstream 4 (Oceanic).

China	The CNS&ATM workshop and training program was co-hosted by ATMB of CAAC and industry of China in Nanjing, China, from May 12 to 25, 2024. It was a deliverables of the work stream1 under the cooperation framework of AAC. A total of 28 participants from 6 States/Administration joined the workshop and training program, including Hong Kong China, Laos, Maldives, Singapore, Thailand and Vietnam. The topics include Overview of CNS&ATM in China, Strategy and guarantee on CNS technology and equipment constructions, Operation and Maintenance System of ATMB CNS Equipment, Training Framework and Competency Management of CNS Technician, National Flow Management of ATMB, Application and Development of Data link, Introduction and Discussion of the ATM Automation System, GABS, mode-S Radar/MLAT/ADS-B, Big Data, SWIM, TBO, AI and so on. The working paper named Implementation of CNS&ATM Workshop and Training was submitted and presented on the AAC 3 meeting in Chengdu, China, in July, 2024. ATMB of CAAC is planning to organize an international conference at early or mid November this year, and the theme is a data-driven strategy for air traffic controllers' standardized training. AAC members, international organizations, universities, institutions and industries will be invited to attend, as well as to watch the National Air Traffic Controllers Skill Competition.
Hong Kong, China	Hong Kong, China takes note of the recommended action item.
Macau, China	Noted.
Indonesia	To develop new and relevant training programs for Air Navigation Services (ANS) personnel, Indonesia is taking the following actions: Continuing collaboration with countries such as Australia under the ITSAP Programme, Japan under JICA, and Timor Leste. Supporting TRAINAIR PLUS in providing training for ANS personnel. Conducting Focus Group Discussions with relevant stakeholders. Considering the development of new cooperation with other states.
Japan	a) Japan regularly reviews and updates training procedures and materials for all areas of ANS operations as necessary. b) Japan acknowledges the ongoing discussions regarding ANS personnel training in WS1 of the AAC and will continue to monitor the latest developments closely.
Papau New Guinea	Training for ANS Inspectors is an on-going concern (CE-4 and PQ related issues).
The Philippines	Philippines is continuously collaborating with ICAO, international organizations and other industries in developing new and relevant training programs for ANS personnel by actively participating in various trainings, seminars and workshops.
Republic of Korea	The Republic of Korea is making every effort to publish the Accident Investigation Report as per Annex 13 and is going to participate in resolving the current deficienvies of the Accident Investigation in the APAC region.
Singapore	As Chair of the APAC ANSP Committee (AAC), Singapore led a survey on capacity building, system modernization plans, and challenges faced by ANSPs in implementing seamless Air Navigation Services (ANS) across the APAC region. The findings provided deeper insights into ANSP needs, allowing the AAC to refine its work on collaboration and training for ANS personnel. Singapore has also collaborated closely with China, which is leading two workstreams, to complete the Asia and Pacific AAC Collaboration Plan. This plan provides guidance on collaborative activities, including ATM/CNS training, on-site technical support, and procurement support for ANSPs.

Thailand	Thailand, represented by CAAT and AEROTHAI, attended the AAC meeting and monitored the outcomes of the associated training program. CAAT sent representatives to serve as lecturers on topics such as SAR services, the National SAR Plan, accident and incident investigation, and accident prevention to various external agencies, including the Royal Thai Navy, Royal Thai Air Force, Civil Aviation Training Center, Thai Maritime Enforcement Command Center, and the Aircraft Accident and Incident Investigation Committee (AAIC). Additionally, CAAT organized a seminar to improve understanding of the Thailand Civil Aviation Regulation – Air Navigation Service (TCAR ANS) among Thai air navigation service provider representatives. AEROTHAI has actively participated in the AAC since its inception, co-leading efforts to build ANS capacity and capabilities while accelerating the development of seamless ANS. AEROTHAI has also contributed its expertise in CNS system operation and maintenance, along with a training framework, to support AAC's work program and enhance ANS personnel skills among member states.

AGENDA ITEM 4 : AIR NAVIGATION

Action Item 58/19

To further support the implementation of ATM contingency planning (DGCA/57 Action Item 57/19), the Conference encouraged States/Administrations to:
a)Consider the CANSO Operational Information System (OIS) for sharing ATM and other ANS-related contingency information; and
b)Participate in contingency exercises conducted by the Asia/Pacific ANSP Committee to test contingency information exchange and coordinated contingency responses.

Responses on Action Item 58/19

Australia	Australia has supported CANSO's initiative to share relevant ATM and ANS contingency related information through the OIS. Australia attended the relevant workstream meeting at the most recent AAC Meeting in Chengdu. Australia has also attended recent ICAO regional contingency tabletop exercises and ICAO cross regional meetings to support enhanced information exchanges and coordination.
China	Well Noted
Hong Kong, China	Hong Kong, China generally supports the sharing of contingency information related to air traffic management (ATM) and air navigation services (ANS) and will evaluate the application of the CANSO Operational Information System (OIS). The Civil Aviation Department (HKCAD) participated in the APAC ANSP Committee Contingency Planning Workshop and tabletop contingency exercise in June 2024. Additionally, a study group from the APAC Multi-Nodal ATFM Collaboration (AMNAC), which includes China, Hong Kong, Singapore, and Thailand, is working with CANSO to explore potential use cases and the operational feasibility of the CANSO OIS.
Macau, China	Noted.
Indonesia	1. Indonesia periodically: a. Updates the ATM Contingency Plan Document to ensure operational suitability such as ATS Units Affected, PIC of Central Coordinating Committee Member, and ATM Operational Coordination Group. b. Conduct the socialization and simulation ATM CP Documents. The Latest tabletop exercise Simulation was held on 10 – 11 Juni 2024, with communications and surveillance failure scenarios within Class A airspace. The objectives of this simulation are to check the response of related units and to evaluate the effectiveness of the coordination procedure. 2. Indonesia (DGCA and Airnav) attend the ICAO APAC/MID ATM CP Workshop and APAC ATM CP Table Top Exercise in Bangkok 25-29 Juni 2024
Japan	Japan plans to conduct a trial of information sharing using the CANSO OIS between the FAA's ATCSCC and JCAB's ATMC. Additionally, Japan participated in a contingency response exercise organized by the Asia/Pacific ANSP Committee.

Papau New Guinea	PNG is yet to have a formal position on contingency planning and management between FIRs, just like SAR. PNG would welcome information sharing to realise this action item. PNG is working on obstacle clearance limits in and around airports against the demand for urban development. A service level agreement is being arranged between urban authorities, the regulator and the airport service provider.
The Philippines	Philippines fully supports the CANSO Operational Information System (OIS).CAAP continues to develop contingencies like the Boundary to Boundary Management (BBM), which the Authority intends to finalize and publish within the year.Tabletop exercises for BBM contingency procedure intended for domestic flights have been scheduled. Actual trial is set for next year. After which, stakeholder evaluation shall be conducted before it will be submitted for publication.As to contingencies with adjacentFIRs/ neighboring States, CAAP has concluded several LOAs (e.g. Singapore), while others are still in progress (Ho Chi Min this October)Contingency Procedure with Approach Control Facilities as aiding units will be submitted by the CAAP as Information Paper for the 59th DGCA.
Singapore	Singapore actively participates in Workstream 3 of the AAC and contributes to the review of the draft APAC ATM Regional Contingency Framework, which updates the existing ICAO APAC Regional ATM Contingency Plan v3.0. During a workshop, the AAC Workstream 3 members conducted a table-top exercise (TTX) to test the contingency arrangement template under various scenarios. The group recommended that such TTXs be conducted annually to ensure that States/Administrations and ANSPs remain familiar with the contingency arrangements.
Thailand	Thailand, through AEROTHAI, has been actively involved in business continuity and contingency planning, including exercises, under the AAC since its inception. Additionally, AEROTHAI co-leads the Asia-Pacific Multi-Nodal ATFM Network Collaboration (AMNAC) and is currently studying an appropriate information-sharing platform for ATM, ATFM, and other ANS-related contingency information.

Action Item 58/20 The Conference encouraged States/Administrations to:
a)Support and participate in the Asia Pacific Region Innovation & Capacity Building Symposium (APICS) 2023 to be held in Hong Kong, China on 14-15 December 2023; and
b)Promote APICS 2023 among suitable organisations, industry partners and exhibitors and attend the symposium.

Responses on Action Item 58/20

Australia	Australia attended APICS 2023.
China	ATMB of CAAC supported and participated in the Asia Pacific Region Innovation & Capacity building Symposium (APICS) 2023 held in Hong Kong, China on14-15 December 2023，organized some domestic ATM companies concerned to tack part in the exhibition of this Symposium，and presented a speech on A/G connectivity solutions for TBO. The main content of the speech is as follows: The fragmentation of air traffic management services by Air Navigation Service Providers (ANSPs) in the Asia-Pacific region, coupled with the lack of a coordinated mechanism for flight planning and air traffic control along regional routes, has resulted in insufficient planning and flexibility in airline operations. By adopting advanced technologies such as the full-stage air-ground data link ATS and FF-ICE to support Trajectory-Based Operations (TBO), it is possible to achieve sharing of flight trajectories among all parties involved, including ANSPs, pilots, airline operations, and airport operations, throughout the full phase of a flight. This approach aims to achieve a consensus in the flight plan before takeoff and to facilitate real-time coordination between the flight intentions and air traffic control intentions during the flight. By doing so, it enhances overall operational safety and efficiency, thereby reducing operational costs and environmental pollution.

Hong Kong, China	The Asia Pacific Region Innovation & Capacity Building Symposium 2023 (APICS 2023) was successfully held from December 14 to 15, 2023, in Hong Kong, China. Co-hosted by the Civil Aviation Administration of China (CAAC), the Hong Kong Civil Aviation Department (HKCAD), and the Hong Kong International Aviation Academy (HKIAA), with support from the ICAO Asia and Pacific Regional Office and the Airport Authority Hong Kong (AAHK), the symposium aimed to foster innovation, technological development, and capacity building in the civil aviation industry both regionally and globally. The event attracted over 2,000 aviation professionals from approximately 35 States/Administrations, including top leaders and experts from civil aviation authorities, air navigation service providers, airport operators, and the aviation industry, along with young talent. It successfully facilitated discussions on innovative technologies and capacity building in regional and international contexts and provided an excellent platform for participants to establish business networks and foster collaboration.
Macau, China	Civil Aviation Authority of Macao, China and industry partners have jointly participated in the Asia Pacific Region Innovation & Capacity Building Symposium (APICS) 2023.
Japan	Japan attended the Asia Pacific Region Innovation & Capacity Building Symposium (APICS) 2023 in Hong Kong in December 2023, gathering insights on the current status and future challenges regarding innovative technologies and capacity building in the region through discussions with aviation professionals.
Papau New Guinea	In PNG insider threat is considered via a confidential reporting system. However, PNG has not progressed to any form of automation yet.
The Philippines	Philippines supports the conduct of APICS 2023.
Republic of Korea	The Republic of Korea is making every effort to publish the Accident Investigation Report as per Annex 13 and is going to participate in resolving the current deficienvies of the Accident Investigation in the APAC region.
Singapore	Singapore participated as a speaker at the APICS 2023, Expert Panel 1: Innovation in Sky – ANS.
Thailand	Thailand sent a delegation consisting of officials from CAAs, airport operators, and air navigation service providers to attend the APICS in Hong Kong, China.

Action Item 58/21

To support the implementation of TBO in the Asia/Pacific Region and noting that FF-ICE provisions will be included in the next update of ICAO Doc 4444 – Procedures for Air Navigation Services – Air Traffic Management (PANS-ATM), the Conference encouraged States/Administrations to establish the policy and regulatory foundation required to support:
a)The mixed mode of existing ATS messaging and FF-ICE operations; and
b)The development and establishment of the key TBO building blocks (SWIM and FF-ICE).

Responses on Action Item 58/21

Australia	FF-ICE and SWIM will be captured in the soon to be released updated Australian National Air Navigation Plan (2024). Australia has implemented procedures which will assist the implementation of some TBO elements such as User Preferred Route Airspace (UPR), cross-border UPR trial, and Continuous Descent Operation (CDO) Trials. The efficiencies and economies potentially available to aircraft operators by TBOs are recognised and will be implemented in Australian airspace when the ATM system and service benefits need to be realised. Many of the performance benefits of TBOs can be provided without implementing SWIM or FF-ICE through the benefits provided by performance-based navigation (PBN) with its more direct flight paths and use of required navigation performance (RNP) SIDs, STARs and approaches.

China	ATMB of CAAC is positively participating in the ICAO APAC SWIM studies, and joined the SWIM Implementation Pioneer Group (SIPG), which was established at the SWIM TF/7 meeting in May, 2023. The SIPG aims to start building the initial version/prototype of the regional SWIM following the SWIM architecture previously discussed and agreed upon at the former SWIM TF Meetings, using the CRV as the baseline IP infrastructure. ATMB of CAAC has accomplished the development and deployment of node in China as well as information exchange test with other nodes according to the schedule of SIPG. The information paper named Lesson learned and suggestions for SIPG was submitted and presented at the SWIM TF/9 of the ICAO APAC office, Bangkok, Thailand in May, 2024. And the presentation Building Asia-Pacific Regional SWIM: The Journey to Version one was reported on the SWIM Seminar 2024. In addition, ATMB of CAAC is also conducting researches and development on SWIM Service Registry, SWIM Discovery Service and Information exchange model and Information Service Instance according to the ICAO SWIM concept, and carried out several technical experimental and verification work.
Hong Kong, China	Hong Kong, China participated in the ICAO APAC FF-ICE Ad hoc Group and Workshop with a tabletop exercise in June 2024 to gain a better understanding of FF-ICE development and the implementation plan, including the mixed mode of existing ATS messaging and FF-ICE operations. Additionally, Hong Kong served as an observer in the APAC Trajectory Based Operations (TBO) pathfinder project to recognize the operational benefits of TBO and the development of its building blocks (SWIM & FF-ICE). The HKCAD will monitor the latest ICAO requirements to establish procedures supporting the mixed mode of existing ATS messaging and FF-ICE operations.
Macau, China	Macao, China coordinates with FIR authorities encompassing its ATZ to implement mixed-mode ATS messaging, FF-ICE operations, and to develop TBO capabilities.
Indonesia	a. Indonesia has implemented the acceptance of electronic security status declarations (e-CSD); however, the form still requires printing and signing by aviation security personnel. b. Indonesia has established the National Logistic Ecosystem (NLE), which harmoniously integrates the flow of international goods and documents from the arrival of transport means to the storage of goods in warehouses.
Japan	Japan is participating in and supporting the study to realize TBO in the APAC region.
Papau New Guinea	Trajectory Based Operations in PNG in relation to ATM is not considered presently.
The Philippines	Philippines acknowledges the importance of establishing policies and regulations on the development of TBO building blocks such as the newly ICAO adopted SWIM and FF-ICE. The CAAP is conducting coordination meetings with ANSPs and other aviation stakeholders to thoroughly discuss and deliberate the consequential amendments as per Philippines Regulations Amendment Procedure (RAP) for the adoption of FF-ICE and SWIM to the national regulations and standards.
Republic of Korea	The Republic of Korea is making every effort to publish the Accident Investigation Report as per Annex 13 and is going to participate in resolving the current deficienvies of the Accident Investigation in the APAC region.
Singapore	Singapore participates in the ICAO APAC FF-ICE Ad Hoc Group, the ICAO APAC SWIM Task Force, and the APAC TBO Pathfinder Project initiated by the AAC. These engagements have enabled Singapore to gain a deeper understanding of regional needs and implementation requirements in collaboration with APAC States/Administrations and ANSPs. This is a crucial step in supporting the mixed mode environment and establishing the key building blocks for Trajectory-Based Operations (TBO).

Thailand	To support the implementation of Trajectory-Based Operations (TBO), SWIM and FF-ICE are included in Thailand's Airspace and Air Navigation Master Plan. AEROTHAI is developing SWIM and FF-ICE/R1 services, set to be operational by 2026 and 2027, respectively. AEROTHAI actively contributes to the ICAO Asia/Pacific FF-ICE Ad-Hoc Group, leading the development of the regional FF-ICE framework and mixed-mode operations. Additionally, AEROTHAI is spearheading the Asia/Pacific TBO Pathfinder project, establishing TBO building blocks like SWIM and FF-ICE in the region.

Action Item 58/22

To support implementation by States/Administrations concerned of the Annex 3 requirements for information on volcanic activity and prepare for the proposed Recommended Practice for the use of the volcanological notice for aviation (VONA) template envisaged for applicability on 28 November 2024, the Conference encouraged States/Administrations, in collaboration with ICAO to:

a)Establish, according to each State/Administration's needs, a sustainable mechanism to support the provision of VONA based on international policies and principles on air navigation services cost-recovery;

b)Designate by regional air navigation agreement a State volcano observatory as required by Annex 3; and

c)Establish effective coordination between State civil aviation and volcano observatory authorities.

Responses on Action Item 58/22

Australia	Australia notes that the applicability date for the use of VONA has been revised to November 2025. Australia expects to be fully compliant with Annex 3 Recommended Practice for the use of VONA on this date. Australia's only active volcanoes are situated on two remote islands in the Southern Indian Ocean, lessening the risk to aviation but increasing the difficulty of effective monitoring. Rather than establishing a dedicated volcano observatory, Australia's Volcanic Ash Advisory Centre (VAAC) in Darwin monitors the volcanos remotely by satellite. This is considered the most effective way to meet the needs for Air Navigation Service provision on an on-going basis, while minimizing the cost-recovery burden on industry. Australia has notified the difference from Annex 3 as required. Coordination between Australia's volcano observatory authority, the Bureau of Meteorology, and State civil aviation agencies is well established and governed by a memorandum of understanding.
China	Since there are no active volcanoes in China, there is no progress in this work. This work will be carried out in close coordination with China Earthquake Administration and other relevant departments if necessary.
Hong Kong, China	Hong Kong, China supports ICAO's initiatives in relation to volcanic activity where applicable.
Macau, China	Noted.
Indonesia	Indonesia has developed regulations for providing Volcanological Notices for Aviation (VONA) and coordinating volcanic ash handling as part of Civil Aviation Safety Regulation Part 174. These regulations are being updated to align with the latest amendments to ICAO Annex 3. The Center for Volcanology and Geological Disaster Mitigation (PVMBG) serves as the volcano observatory in Indonesia. The Directorate General of Civil Aviation (DGCA) has an agreement with PVMBG that outlines the operational mechanism for publishing VONA.
Japan	a) Japan is ready to provide VONA as required. b) The State volcano observatories of Japan are listed in the APAC ANP Vol. I Table MET I-1 under their updated names. c) There is effective coordination between the Japan Civil Aviation Bureau and the Japan Meteorological Agency, which manages the volcano observatories.
Papau New Guinea	PNG with active or potentially active volcanoes is to coordinate with its national volcano observatory agencies in meeting both existing and proposed Annex 3 SARPs for volcanic activity information provision.

The Philippines	The Philippines has :a) developed Advisory Circular (AC) pertaining to VONA in reference to ICOA Doc 9766 – International Airways Volcano Watch (IAVW) which is included in CARANS Part 3;b) established the Philippine Institute of Volcanology and Seismology under the Department of Science and Technology as the country's volcano observatory; andc) established a Tripartite Agreement with PAGASA and PHILVOCS.
Republic of Korea	ROK is in the process of refecting the amendments to Annex 3 onto the pertinent national regulatory framework.
Singapore	Not applicable.
Thailand	N/A

Action Item 58/23 To realise the benefits of CRV implementation, including enhanced efficiency and reduced number of circuits, address the current limitations and deficiencies in aviation communication, and support seamless SWIM information exchange, the Conference urged States/Administrations to implement CRV by December 2023 and encouraged Pacific States to work with their partner States to facilitate CRV connectivity.

Responses on Action Item 58/23

Australia	Australia has been using the CRV since 2019 and has established connectivity with NZ, Fiji, USA, PNG, Indonesia, and Singapore. Australia plans to use the CRV to support its implementation of SWIM services in future.
China	CAAC continuously follow up and participate in CRV working group meetings, provide suggestions and technical support for the planning, construction and operation of CRV, and strive to promote the overall development of CRV project. In 2020, CAAC signed a procurement contract with PCCW Global, Ltd., and started the software upgrade of AMHS system to support IWXXM meteorological message service according to the requirements of network operation. In September 2020, CNS completed the system upgrade and the joint test with MET department. As the BBIS in the Asia-Pacific region, China carries the link and information transmission work with nodes in neighboring countries and other BBISs. Since 2020, China has gradually cut over AMHS system transmission links with neighboring countries, converted the original point-to-point transmission links to CRV network. At present, we are actively cooperating with the implementation situation of neighboring countries to complete the cutting over of services and networks as soon as possible, and improve the efficiency of service exchange and network transmission.
Hong Kong, China	Hong Kong, China is a pioneer in the region for using the Common Aeronautical Virtual Private Network (CRV) for operations. It and Manila were the first air navigation service providers (ANSPs) in the APAC region to utilize CRV for voice communication since 2018, with PCCW Global selected by ICAO as the contractor for CRV services in the region. Following the successful implementation in 2018, Hong Kong has actively enhanced data communication by establishing CRV data connections with regional partners, including Beijing, Bangkok, Fukuoka, Manila, and Taipei. Looking ahead, Hong Kong plans to establish CRV data connections with Ho Chi Minh City in Q4 2024 and with Macao SAR in Q2 2025.
Macau, China	CRV is being implemented by the ANSP in Macao, China.
Indonesia	Indonesia signed a contract with PCCW Global as the service provider for CRV in May 2022, successfully establishing its first connection to the CRV network in November 2022. Currently, Indonesia is connected to the CRV network for voice and data communications with Singapore, Malaysia, the Philippines, Australia, Papua New Guinea, and Oakland (USA).
Japan	Japan has implemented CRV and plans to offer modernization support, including field surveys, for ATS systems and networks in Pacific States to facilitate seamless SWIM information exchange.
Papau New Guinea	PNG to work with its governing/partner/responsible states (other pacifc islands states) to facilitate CRV connectivity.

The Philippines	Through CRV, the Philippines has:a) improved regional connectivity and reduced telecommunications costs. All potential connections beyond the Asia/Pacific region is feasible at no extra cost as long as there's enough bandwidth. Hence, the Philippines is ready for the connections and integration with other ANSP services. b) simplified the integration, implementation and maintenance as part of the service level agreement. The service provider is responsible for the end to end connectivity, hence, the Philippines has benefits and is ready for the connection with the ANSP services.c) Ensured redundant connections to avoid circuit downtime, hence, the Philippines has implemented package A for Hot Standby Redundancy.d) tests and implementation of voice communications hotlines with adjacent FIR namely; Hongkong, Singapore, Taipe, Oakland, Japan and Udjung Pandang are operational while negotiation with Kota Kinabalu is underway. e) tests and implementation of Air Traffic Service Message Handling System (AMHS) according to the aeronautical network namely; Hongkong, Singapore, Taipe and Oakland were operational and an interoperability test with Ho Chi Minh was conducted.f) tests and implementation of Aeronautical Interfacility Data Communication (AIDC) namely; Hongkong, Singapore, Taipe, Oakland and Udjung Pandang were operational while tests with Ho Chi Minh were conducted and coordination with Japan is underway.g) integration of IWXXM message from PAGASA to Hongkong MET center is underway. This implementation will benefit the existing AMHS connections between Hongkong and Philippines thru CRV network.h) integration of Space-Based ADS B surveillance data from Aerion to Philippine Air Traffic Management Center through CRV Network is ongoing.i) minimize the impact of external threats of Cyber Security as the CRV network MPLS with generic routing encapsulation of VPN connections with all member states as part of service provider SLA. j) ensured oversight and standards including collaboration with members will help the implementation of circuits and services.k) future next generation Air Traffic Management and SWIM Data sharing implementation are possible though CRV network, hence, the Philippines as the pioneering states to implement CRV is ready for the connections and integration of application services as required by the states by way of ICAO recommendation.
Singapore	Singapore implemented CRV in 2019.
Thailand	Thailand joined the CRV Network in since May 2022 and has successfully implemented the CRV initiative.

Action Item 58/24 The Conference encouraged States/Administrations to contribute towards the work of the Data Analytics Ad-hoc Group by participating and providing appropriate data to identify priority areas for alleviating air traffic congestion and air traffic flow choke points and enhancing air traffic management in the Asia-Pacific region and collaborate on optimising traffic regulation capabilities through the relevant regional ICAO ATM forums.

Responses on Action Item 58/24

Australia	Australia is actively participating in the Data Analysis Ad-hoc Group. Australia has attended Group meetings, supplied data, and assisted in aligning performance areas between participating States.
China	As a member of Data Analysis Ad-hoc Group (DAG), China has been participating in several tasks actively. In 2004, DAG has determined content of data analysis, validation metrics and etc. and has finished data collection and analysis work for this year. China shared Shanghai Pudong International Airport's data for DAG's research and analysis.
Hong Kong, China	Hong Kong, China participated in the ICAO APAC Data Analytics Ad-hoc Group (DAG) meeting to share data and identify priority areas for improving air traffic management in the APAC region.
Macau, China	Macao, China monitors data collection progress and shares relevant data with the Data Analytics Ad-hoc Group to enhance ATM operations.

Indonesia	Indonesia has actively participated in the ICAO ATM Subgroup Data Analytics Ad-hoc Group (DAG) since its inception on February 26, 2024, with delegations from DGCA and Airnav Indonesia attending the DAG meeting on May 20-21, 2024. ATM Key Performance Indicator (KPI) measurements have been conducted at three airports: Soekarno Hatta International Airport (January – March 2024) Juanda International Airport (March – May 2024) Ngurah Rai International Airport (March – May 2024) The results from these KPI analyses and developments from DAG member countries will be compiled into a Working Paper to be presented at the ICAO APAC ATM/SG/12 meeting scheduled for September 23-27, 2024.
Japan	Japan is collaborating with neighboring countries to share data analysis and explore solutions for addressing bottlenecks in air traffic flow.
Papau New Guinea	PNG to collaborate on optimizing traffic regulation in the region through the relevant regional ICAO ATM forums.
The Philippines	The Philippines has co-sponsored the Information Paper to be presented at the ATM/SG Meeting to be held in Bangkok on September 23-27,2024 titled “Progress of the Data Analytics Ad-Hoc Group” after agreeing on the Terms of Reference and framework for measuring and reporting 8 of the Key Performance indicators under the GANP, and sharing agreed data among members of the Ad-Hoc Group.
Republic of Korea	ROK is planning to actively participate in the Data Analytics Ad-hoc Group of the APAC RO.
Singapore	Singapore participates in the DAG and has contributed data to initiate an interim data analysis exercise focusing on eight key performance indicators (KPIs) under the Global Performance Air Navigation Plan (GANP).
Thailand	Thailand, represented by CAAT, has been a member of the APAC Data Analytics Ad Hoc Group since May 20, 2024, contributing key performance indicators (KPIs) for the upcoming ATMSG Meeting. Additionally, AEROTHAI has shared its expertise in operational performance measurement to support the group’s efforts in enhancing regional capabilities for ATM performance assessment.

Action Item 58/25 Recognising the critical importance of safeguarding the aviation spectrum, the Conference encouraged States/Administrations to consider sensitivity to Radio Frequency Interference (RFI) while implementing a new generation of International Mobile Telecommunication (IMT) technologies and utilise the lessons learned from the initial 5G deployment.

Responses on Action Item 58/25

Australia	The Australian Government is working with industry to ensure the expansion of the 5G mobile telecommunications network is implemented with the safety of aviation in mind. The future introduction of other mobile systems (e.g. 6G) will also require close cooperation between government and industry.
China	CAAC prioritizes the compatibility issues between 5G system and RA and operation safety of civil aviation, and is working together with China telecommunication authorities and other stakeholders in studying the compatibility issues. So far, no harmful interference to RA caused by IMT system has been found in China.
Hong Kong, China	The Hong Kong Civil Aviation Department (HKCAD) has established a working group to monitor the impact of local 5G base stations on aircraft radio altimeters (RA). Currently, there are no reported issues. The 5G frequency bands in Hong Kong are further from the RA frequencies compared to other countries. HKCAD prohibits the use of wireless Portable Electronic Devices in the cabin under certain circumstances to minimize interference risk. In 2021, HKCAD issued a Flight Operation Notice and an updated Aeronautical Information Circular to remind operators to be vigilant about potential 5G interference during flights. Information and proactive measures are shared with the aviation community through ICAO forums like the Frequency Spectrum Management Panel.

Macau, China	As part of the Macao SSP, the Civil Aviation Authority of Macao, China has set up mechanisms to coordinate IMT and RFI matters with the local telecommunications authority. While Macao's 5G frequencies are separate from those used by Radio Altimeters, a Safety Notice was issued to alert flight crews about potential risks and to report any interference encountered.
Indonesia	The Directorate General of Civil Aviation (DGCA) Indonesia, through its Directorate of Air Navigation and Directorate of Airworthiness and Aircraft Operation, has actively collaborated with the Ministry of Communication and Information Technology, Indonesia's national spectrum regulator. This partnership has led to a comprehensive understanding of 5G deployment in ITU Region 3, specifically in the frequency range of 3400-3600 MHz. There have been no issues reported concerning the frequency allocations for aeronautical radionavigation services reserved for Radio Altimeter (4,200-4,400 MHz) and aeronautical mobile (route) services reserved for wireless avionics intra-communication systems (4,200-4,400 MHz).
Japan	Japan has offered commercial 5G services since 2020, having assessed the impact of 5G on aircraft radio altimeters and implemented necessary safety measures prior to its rollout. The country will continue to collaborate with stakeholders to ensure ongoing safety and compliance.
Papau New Guinea	PNG to consider the critical importance of safeguarding aviation spectrum, particularly in the context of emerging 5G and future 6G technologies.
The Philippines	Philippines supports the implementation of the GNSS RFI reporting system which is expected to significantly enhance the safety and reliability of GNSS-dependent civil aviation operations by documenting and analyzing RFI incidents, thus aiding in the development of effective mitigation strategies.Philippines, through the CAAP, plans to explore technology for GNSS RFI detection, focusing on integrating ADS-B data with the GNSS Data Analysis System under the ASEAN Project to enhance the resilience of aviation navigation systems.
Singapore	Noted
Thailand	Thailand’s CAAT is implementing a monitoring program for 5G frequency allocation by hiring new staff for this initiative. CAAT has informed the National Broadcasting and Telecommunications Commission (NBTC) about potential issues related to the 5G C-band and Radio Altimeters and is monitoring the public consultation on its use. Currently, the NBTC’s studies show no impact on Radio Altimeters from 5G C-band utilization.

AGENDA ITEM 5 : AVIATION SECURITY AND FACILITATION

Action Item 58/26

To enhance the efficiency and effectiveness of aviation security measures and noting the importance of ongoing management of insider risk and the use of modern technologies, such as Artificial Intelligence (AI) and the Internet of Things, to address the security and operational challenges at airports, the Conference encouraged APAC States/Administrations to adopt, and share experience on the implementation of, innovative solutions.

Responses on Action Item 58/26

Australia	Enhanced screening equipment - The introduction of enhanced security screening equipment – body scanners and CT X-ray - across Australian airports is seen as one of the most effective changes that has been made to address the increased threat from sophisticated, concealed explosives. The capabilities of security screeners are being enhanced through the mandatory implementation of the Screener Accreditation Scheme (the Scheme) across the transport security sector. The Scheme ensures improved capability to detect threats to aviation security through the establishment of national qualification, training, and testing standards for security screeners. The Australian Government is working with airports and screening authorities to: a. establish an aviation security screening working group to collaborate on screening issues, including provision of additional guidance, advice and shared best practice b. simplify regulatory guidance simpler to complete a review of the Aviation Screening Notices c. continue engagement with international counterparts to ensure that the processes and equipment used at screening points are contemporary, up to date, and appropriately address the risks and threats posed against the aviation sector. Threat Image Projections (TIPs) - minimum TIP library sizes will be mandated through the Aviation Screening Notice (ASN) 2025, which will require screening authorities to update their libraries. Ongoing library management and standards and TIPs performance standards for screeners are currently under commercial arrangements between screening authorities and their equipment providers. The ASN 2025 includes new TIP baseline requirements and TIP requirements for all X-ray equipment will be expanded in future iterations of the ASN. Automated Prohibited Items Detection Systems (APIDS) may be used by Australian airports as an operator-assist tool – i.e. the screening officer is still expected to analyse the image, regardless of whether the Explosives Detection System (EDS) alarm is activated, as APIDS technology (and its testing, certification and application) is still relatively new and it will be some time before being reliably applied to the checked baggage screening role. Prior to that, the technology will most likely be applied in an operator-assist capacity on X-ray equipment used at passenger screening points.
China	CAAC trials the new technologies such as AI at multiple airports and on different equipment, scenarios and modes, and the technology is expected to further enhance detection performance and reduce the work pressure of security screeners. CAAC also presents a DP on the recent the research and development of application of AI technology for prohibited items through X-ray security screening images in recent years.
Hong Kong, China	Hong Kong, China acknowledges the vital role of innovation and technology in addressing security and operational challenges. At Hong Kong International Airport (HKIA), various automation and technological solutions are enhancing both security and operational efficiency. These include the seamless Flight Token journey using facial recognition for passenger clearance during check-ins, immigration, and boarding, as well as express bag drop via smartphones and autonomous vehicles for security patrols. Facial recognition technology is also used at access points to the hold baggage sorting and storage areas in the Restricted Area to automate verification of access eligibility. Hong Kong, China adopts an outcome-focused approach with a regulatory framework that facilitates the trial and implementation of innovative technologies while ensuring aviation security. To bolster cybersecurity, the Hong Kong Civil Aviation Department (HKCAD) organized an "Attack-with-Defence" (AWD) exercise in collaboration with cybersecurity consultants. This initiative engages aviation professionals in both offensive and defensive activities, helping them develop critical skills and enhance incident response capabilities, thus contributing to overall cybersecurity resilience. HKCAD shared insights from this initiative at the CNS SG/28 meeting in July 2024.
Macau, China	Noted.
Indonesia	Indonesia will design an access control system by using face recognition and will be tested at one of Angkasa Pura 2 airports.

Japan	Japan acknowledges that sharing best practices among countries can enhance the efficiency and effectiveness of aviation security measures and facilitate the adoption of advanced equipment. To this end, Japan is conducting demonstration projects that include AI-based devices for passenger security screening and the use of security cameras at airports.
Papau New Guinea	In PNG insider threat is considered via a confidential reporting system. However, PNG has not progressed to any form of automation yet.
The Philippines	Philippines is proactively collaborating with the stakeholders and industry partners on the implementation of innovative solutions to address the security and operational challenges at the airports.
Republic of Korea	ROK established a policy to promote and foster the Aviation Security Culture among the public and relevant stakeholders providing periodic training for personnel and regular public campaigns. Notably, ROK has evolved its annual aviation security seminar that has been held since 2005, into a global Aviation Security Seminar in 2024 to provide a platform for security stakeholders to share best practives and experience on aviaion security. ROK will share its experience on atopting a state-of-the-art security equipment with member States and ICAO.
Singapore	Singapore recognizes the importance of ongoing management of insider risk and the integration of modern technologies, including Artificial Intelligence (AI) and the Internet of Things (IoT).
Thailand	In Thailand, operators must conduct security risk assessments as outlined in the National Civil Aviation Security Programme (NCASP) and Risk Assessment Handbook, focusing on "insider risk." To mitigate such threats, employees with access to sensitive security information must undergo background checks. Airports of Thailand Plc. (AOT) has implemented advanced passenger screening technologies, such as X-ray with Explosive Detection System (EDS), body scanners, and Explosive Trace Detectors. AOT is also introducing non-screening technologies like self-check-in kiosks, self-bag drops, and self-boarding gates, while promoting biometric usage among passengers. Future plans include deploying CT scans for carry-on baggage.

Action Item 58/27

Noting the importance of innovation and technologies, including advanced passenger screening solutions and staff access control systems, in addressing the operational challenges and enhancing security at airports, the Conference encouraged APAC States/Administrations to:
a)Share experience of relevant initiatives and systems implemented at airports; and
b)Consider adopting an outcome-focused regulatory framework that would facilitate the trial and use of innovative technologies at airports.
Responses on Action Item 58/27

Australia	Australia has shared experiences of operational challenges at airports and responses to these challenges in bilateral discussions, at the 2024 ICAO Facilitation Panel meeting and by completing ICAO's High Level COVID Conference facilitation online questionnaire form. Australia supports the trial and use of innovative technologies at airports where practicable. In 2018 the Australian Government set the requirement that Australia's major airports upgrade their equipment to screen all persons entering the sterile area using body scanning equipment and all baggage/goods entering the sterile area of airports using CT X-ray equipment by December 2020. This initial timeframe has been delayed due to: • significant engineering upgrades/infrastructure work required to support the size and weight of the enhanced screening equipment at most airports • COVID shutdowns • engineering risks and challenges related to the size/footprint, weight, length, heat, vibration and noise of the equipment • inability to secure viable contractors and project managers • cost escalations and cost recovery. The Department relies on international partner agencies such as the European Civil Aviation Conference (ECAC) and the US Transportation Security Administration (TSA) to undertake regulatory testing on emerging innovative technologies. The Department currently supports trial use of emerging algorithms associated with existing technology such as EDS X-ray software. However, emerging technologies such as APIDS will only be permitted as an operator-assist until regulatory testing and certification from overseas agencies can be leveraged.
China	CAAC always attach great importance on innovation and technologies, especially on the application of advanced passenger screening. CAAC presents a DP on the challenges in the operation of the millimeter wave body imaging security screening equipment and sharing the solutions in China.
Hong Kong, China	Hong Kong, China supports and embraces innovation and technology in aviation security through an outcome-focused regulatory framework and oversight. Various innovative solutions have been implemented at Hong Kong International Airport (HKIA) to enhance security effectiveness and efficiency. Smart passenger security screening channels have been introduced, featuring CT-based X-ray machines, auto tray recirculation, in-built tray sterilization, and full-body scanners. Additionally, facial recognition and video analytics technologies are in use at airport staff access points.
Macau, China	Macao, China will consider adopting outcome-focused regulatory framework to facilitate the implementation of innovative technologies at airports.
Indonesia	Indonesia has adopted an outcome-focused regulatory framework under the Indonesian National Civil Aviation Security Programme Number 39 Year 2024. This framework facilitates the trial and use of innovative technologies at airports, allowing Airport Operators to implement advanced security technologies not specified in the Passenger Security Check Point (PSCP) provisions, pending validation and approval from the Director General.
Japan	Japan is exploring the benefits of advanced technologies like AI in airport security screening. Demonstration projects are underway, including AI-based devices for passenger screening and airport security cameras. Additionally, remote screening, where security personnel monitor images from a separate room, has been implemented at several airports.
Papau New Guinea	In PNG the service provider is developing Annex 17 Compliant Access Control for all restricted areas.
The Philippines	Philippines: a) notes the information; and b) supports the idea of adopting an outcome-focused regulatory framework that would facilitate the trial and use of innovative technologies at airports.

Republic of Korea	The Republic of Korea has been implementing automatic immigration screening and a biometric information system that utilizes facial recognition and fingerprints for airport personnel. ROK plans to share its experiences with these innovative technologies in airport security at the ICAO APAC RASCAF.
Singapore	Singapore supports the adoption of innovative technologies backed by an outcome-based regulatory framework to achieve manpower savings and enhance the job functions of aviation security officers, ultimately improving security outcomes. To this end, Singapore has implemented biometric access control systems at staff entrances to security-restricted areas at Changi Airport. Additionally, X-ray network screening for hold baggage and pre-board screening has been adopted at one terminal, with ongoing trials to replicate this at other terminals. Furthermore, trials have commenced for the future use of Artificial Intelligence in detecting prohibited items during security screening.
Thailand	The NCASP promotes using innovation and technology to enhance security measures, such as: Procurement: Deploying advanced security equipment. Airport Design: Integrating technology to reduce congestion. Drone Protection: Using appropriate counter-drone technology. Cybersecurity: Implementing relevant technological safeguards. Examples in Thai airports include: Body scanners for screening Automated baggage tray slides Biometric access control systems LAGs x-ray machines for cabin baggage RFID for patrol area recording Passenger validation systems (Automated Biometric Identification System).

Action Item 58/28

In preparation for future public health risks, the Conference encouraged States/Administrations to consider:
a)Sharing and updating their emergency response plan against public health risks and the lessons learned during the COVID-19 pandemic;
b)Joining the ICAO Public Key Directory (PKD); and
c)Negotiating bilateral agreements concerning Public Health Corridors or appending provisions on the continuation of air operations during public health emergencies to their existing Bilateral Air Services Agreement.

Responses on Action Item 58/28

Australia	Australia has actioned many of the High-level Conference on COVID-19 Facilitation Stream recommendations aimed at strengthening national response planning, coordination and management arrangements in preparation for future pandemics or health crises. Australia also updated its Crisis Management Framework in 2023. The framework uses an ‘all-hazards’ approach that includes mitigating, planning, and assisting states and territories, where appropriate, in managing emergencies resulting from natural and/or human induced events. Australia has been a member of the ICAO PKD since 2007, and actively uses and advocates for the use of the PKD. Australia will engage with bilateral partners as required on any adopted policies or procedures on the continuation of air operations during public health emergencies.

China	1. The gains and losses of the China Civil Aviation industry during the covid-19 pandemic are summarized. The "Guiding Opinions on the Construction of Resilience Mechanisms for Port Airport in Responding to Public Health Emergecies" has been released to enhance comprehensively the epidemic prevention and control capabilities of China's civil aviation industry. 2.The Public Health Emergency Information Management Platform for the Civil Aviation of China has been established.
Hong Kong, China	Hong Kong, China will maintain a platform through the Air Transport Facilitation Committee and the Hong Kong International Airport Facilitation Committee to share updates and relevant items concerning public health, as well as lessons learned from the COVID-19 pandemic.
Macau, China	Macao, China has joined the ICAO Public Key Directory (PKD) and will follow ICAO guidance to maintain a stable framework for Air Services Agreements during crises by recommending the inclusion of ICAO’s suggested texts in negotiations for new or amended agreements.
Indonesia	Indonesia has established the National Air Transport Facilitation Programme (NATFP) and the National Air Transport Facilitation Committee (NATFC), along with airport-level Facilitation Committees. These bodies coordinate facilitation activities among various state departments, agencies, and organizations related to international civil aviation, as well as airport and aircraft operators. During the COVID-19 pandemic, the NATFC ensured adherence to guidance for both international and domestic flights. Additionally, Indonesia became the 69th member of the PKD at the 40th ICAO Assembly in September 2019. During the pandemic, Indonesia and Singapore implemented the Travel Corridor Arrangement (TCA) at Soekarno Hatta International Airport.
Japan	Japan has been a participant in the ICAO Public Key Directory (PKD) since 2007 and remains committed to ongoing discussions on addressing public health risks within Air Services Agreements.
Papau New Guinea	Public health corridors in the Pacific have not been progressed to date.
The Philippines	Philippines will: a) continuously share and update the emergency response plan against public health risks; b) consider joining the ICAO Public Key Directory (PKD); andc) negotiate bilateral agreements concerning Public Health Corridors or appending provisions on the continuation of air operations during public health emergencies to their existing Bilateral Air Services Agreement.
Republic of Korea	ROK has been participating in the ICAO PKD (Public Key Directory) and will consider negotiating bilateral agreements concerning Public Health Co- rridors or appending provisions on the continuation of air operations during public health emergencies to the existing Bilateral Air Services Agreement.
Singapore	Singapore is a member of the PKD and participated in the 17th ICAO Air Transport Regulation Panel (ATRP) held from 16-18 April 2024. During the meeting, the Panel discussed draft guidelines for preserving the integrity of Air Services Agreements (ASAs) during crises and proposed a draft clause for inclusion in ICAO’s Template ASA (TASA). The ATRP agreed to establish a Working Group to further explore this issue. Singapore will continue collaborating with other members of the ATRP Working Group on this matter.
Thailand	(a) During the COVID-19 pandemic, Thailand published numerous documents on its response strategies, including assessments and lessons learned to improve future public health preparedness. This comprehensive review addressed impacts across public health, economics, society, and technology. The aviation industry, in particular, faced severe disruptions. Designated airports in compliance with International Health Regulations (IHR 2005) maintain emergency response plans, including a specific chapter for Medical and Communicable Disease Emergencies, which CAAT supports through coordination with air operators. (b) Thailand joined ICAO’s Public Key Directory (PKD) on March 5, 2016, led by the Ministry of Foreign Affairs. (c) ICAO should develop a standardized model clause for States to consider in Air Services Agreements.

AGENDA ITEM 6 : ECONOMIC DEVELOPMENT OF AIR TRANSPORT

Action Item 58/29 For the development of the guidance material for airport operations services, the Conference encouraged States/Administrations and industry stakeholders to share and exchange best practices related to airport customer-centric culture and airport operations services from the perspective of the airport customer.

Responses on Action Item 58/29

Australia	Noted.
China	Well Noted
Hong Kong, China	Hong Kong, China recognizes the importance of understanding the airport customer's perspective in delivering quality airport operations services. To facilitate this, it will continue to provide a platform through the Air Transport Facilitation Committee and the Hong Kong International Airport Facilitation Committee for sharing and exchanging best practices related to a customer-centric culture and airport operations services.
Macau, China	Noted.
Indonesia	Commercial airport operators (AP 1 and AP 2) and the Indonesian National Air Carriers (INACA) regularly conduct Customer Satisfaction Surveys to enhance airport services for passengers. Additionally, the Directorate General of Civil Aviation (DGCA) is drafting guidelines for airport operators to assess service levels from the user's perspective. These guidelines will be discussed with relevant stakeholders to gather insights and feedback based on their experiences.
Japan	Narita International Airport, Tokyo International Airport, and Sendai International Airport have hosted international visitors to share best practices in airport operations and services in Japan.
Papau New Guinea	Airport customer-centric culture or airport operations services from the perspective of the airport customer is a challenge for PNG.
The Philippines	Philippines, through the Civil Aeronautics Board (CAB), welcomes the Conference focus on developing guidance material for airport operations services and acknowledges the importance of a customer-centric approach in enhancing the over-all quality of air transport. As the regulatory responsible for overseeing the economic aspects of air transportation, the CAB supports the initiative to share and exchange best practices related to airport customer-centric culture and operational services.CAB's mandate includes ensuring that air carriers and related entities operate in a manner that serves the public interest, as outlined in R.A No. 776 and P.D 1462. CAB emphasizes the value of integrating customer-centric principles into airport operations as it aligns with its role in regulating and monitoring air carriers, enforcing the Air Passenger Bill of Rights (APBR) and addressing passenger complaints. CAB is committed to implementing several actions that support these principles; as in fact, CAB deploys Passenger Rights Actions Officers (PRAOs) to be stationed at various airports across the Philippines. These officers resolve complaints onsite and assists passengers regarding their rights. While focusing on customer-centricity, it is essential that the guidance also considers the economic implications for airports and airlines. As regulators of the economic aspect of air transportation, CAB stresses the importance of balancing customer satisfaction with sustainable business practices. CAB encourages active participation from States/Administrations and industry stakeholders to contribute valuable insights and practices that can enhance customer experience and operational efficiency at airports. CAB is committed in collaborating with international partners to incorporate these best practices into regulatory framework, ensuring that the needs and expectations of air transport consumers are consistently met.
Singapore	Singapore takes guidance from Annex 9 – Facilitation and Doc 9957 Facilitation Manual in setting best practices for airport operations services.
Thailand	The Civil Aviation Authority of Thailand (CAAT) is currently researching international best practices to establish guidelines for Airport Service Quality (ASQ), with the goal of enhancing the quality of services at airports and improving user convenience. Additionally, if Thai airport operators seek to increase airport service fees or charges, they must conduct a public consultation and submit their proposals to CAAT, in accordance with ICAO principles (Doc 9082: ICAO's Policies on Charges for Airports and Air Navigation Services). CAAT will evaluate these proposals based on cost-effectiveness, ensuring that all relevant costs and essential services are accounted for, with a fair allocation between service providers and users.

Action Item 58/30 The Conference encouraged States/Administrations to restore and develop air connectivity by addressing the deficits of workforce in the aviation ecosystem, liberalising market access policies in terms of traffic rights on a bilateral and multilateral basis in facilitating new routes and, where applicable streamlining the visa application process for inbound international travellers.

Responses on Action Item 58/30

Australia	Australia encourages States and industry to continue to work together on policies and practices that will facilitate more and seamless passenger and freight operations in our region.
China	Well Noted Since the beginning of this year, the Chinese Government has continued to optimize its policies on visas and customs to facilitate the movement of people between China and foreign countries. CAAC has held talks with CAAs including those in the Asia-Pacific region, to promote the resumption of international flights and the further expansion of air traffic rights arrangements.
Hong Kong, China	Hong Kong, China supports the action item focused on restoring and developing air connectivity. The Hong Kong Civil Aviation Department (HKCAD) continues to assist the HKSAR Government in conducting bilateral aviation talks to facilitate new routes and closely monitor the restoration and development of air connectivity.
Macau, China	Macao, China pursues the liberal aviation policy and encourages undeveloped routes.
Indonesia	Following the post-COVID-19 pandemic, Indonesia has engaged in several bilateral and multilateral agreements and cooperations with dialogue partners. The objectives of these agreements are to support the revival of international routes and enhance connectivity within the Asia-Pacific region.
Japan	Japan is actively promoting an "Open Skies" policy to expand its international aviation network. Additionally, it is engaging in bilateral talks and policy dialogues to restore and enhance air connectivity.
Papau New Guinea	Air connectivity is a challenge within PNG. Our safey and security conference highlighted this.
The Philippines	The Philippine Air Panel has requested the assistance of the Department of Foreign Affairs (DFA) to convey to the aeronautical authorities of various countries the interest of the Philippines for the conduct of air consultation talks to discuss the Philippine's proposal to revise the Designation Clause in the existing Air Services Agreement or to conduct new agreements, in view of the changes in the Public Service Act under Republic Act No. 11659. This law amends the required ownership structure of the Philippine air carriers which would allow 100% foreign equity. Philippine Air Panel has proposed air consultation talks/proposed amendment of the Designation Clause with other countries.
Republic of Korea	Actions to Restore and Develop Air Connectivity: The Republic of Korea formed a task force in August 2022 to recover its aviation workforce, achieving full restoration by May 2024. It aims to expand air liberalization agreements from 50 to 70 countries by 2030 and is actively exploring new market opportunities. Strategy for Attracting Inbound Passengers: The country is enhancing its transit services by developing integrated cultural and commercial facilities at airports, with the goal of attracting more international passengers. Improvement of Entry Conditions: Visa-free entry has been extended to more countries at regional airports, and a dual visa-free system is being planned to promote both Incheon and regional airports, in collaboration with the Ministry of Justice.v
Singapore	Noted.
Thailand	Thailand realizes the workforce shortages in the aviation sector and is actively working to attract talent to the industry. In terms of market access policy, Thailand has been implementing a gradual liberalization strategy to enhance international air service opportunities.

Action Item 58/31 Recognising the capital expenditure (CAPEX) needs and decarbonisation challenges to accommodate future demand for air travel, the Conference encouraged States/Administrations to develop economic and financing frameworks to incentivise and facilitate CAPEX for airport infrastructure development, support the energy transition and facilitate access to green finance for aviation.

Responses on Action Item 58/31

Australia	Australia's international airports are already considering sustainability and environmental impacts when investing in new technologies and airports infrastructure. Adelaide, Brisbane, Gold Coast, Hobart, Melbourne, Perth, Sydney and Sunshine Coast airports have all either achieved or renewed their accreditation with the ACI Airport Carbon Accreditation (ACA) Scheme.
China	Well Noted
Hong Kong, China	Hong Kong, China acknowledges the Conference's encouragement for States and Administrations to develop economic and financing frameworks that incentivize and facilitate capital expenditure (CAPEX) for airport infrastructure development, support energy transition, and improve access to green finance for aviation.
Macau, China	Noted.
Japan	In June 2022, Japan amended the Civil Aeronautics Act and Airport Act to require airport administrators, in collaboration with stakeholders, to create airport decarbonization promotion plans with specific goals. By the end of September 2024, 36 plans have been certified or developed, starting with the certification of plans for four major airports—Narita, Chubu Centrair, Kansai, and Osaka—in December 2023. Japan aims to enhance airport decarbonization by utilizing high-efficiency air-conditioning, LED lighting, electric vehicles (EVs), and renewable energy sources like solar power.
Papau New Guinea	PNG to incentivise airport infrastructure developments (e.g. hangar facilities).
The Philippines	Philippines is always open to developing economic and financing frameworks to incentivise and facilitate CAPEX for airport infrastructure development, support the energy transition and facilitate access to green finance for aviation.
Republic of Korea	The Republic of Korea is preparing financial support policies to promote sustainable growth in the aviation industry. Key initiatives include: Aviation Finance Alliance: Establishing an alliance to facilitate bulk purchasing of aircraft engines and parts, reducing costs, and generating revenue through leasing. Creating a fund for building aviation data centers to provide affordable data services and specialized cloud solutions for the industry. Airport Infrastructure and Green Finance: Future strategies will focus on airport infrastructure development, supporting energy transitions, and enhancing access to green finance. Support for Decarbonization: In alignment with ICAO LTAG, South Korea has established a national regulatory framework to develop financial incentives for decarbonization efforts in collaboration with various stakeholders, including government ministries and R&D institutes.vvvvv
Singapore	Noted.
Thailand	Thailand, through CAAT, recognizes the substantial cost implications of recent aviation decarbonization measures. In response, CAAT is collaborating with the Ministry of Finance to explore tax incentives and request subsidy policies from relevant government agencies. These efforts aim to reduce the capital expenditures (CAPEX) associated with infrastructure development and support the overall implementation of CORSIA across the aviation industry.

Action Item 58/32 To accelerate the transformation and upgrade of the traditional air services and contribute to the digital and electronic transformation of civil aviation passenger services in the Asia-Pacific region, the Conference encouraged States/Administrations to utilise APAC DGCA Conference and other technical forums to share best practices in air transport service mode, innovation and digital transformation.

Responses on Action Item 58/32

Australia	Noted.
China	CAAC continuously promoted the construction of "link the trunk and branch, connect urban and remote" service model, and improved the accessibility of remote airports to major domestic cities. During the whole promoting work, CAAC relied on two digital platforms for transfer, i.e. the "Domestic Tongcheng Flights Service Management Platform" and the "Passenger Transfer Service Platform", to unify service protocols and standards. It realize a paperless process for the whole process of domestic through check-in flights, which strongly enhanced the level of passenger transit facilitation. From January to August of 2024, the high standard Domestic Through Check-in Flights, which including "payment once, through check-in, security check once, baggage through check-in, and whole journey worry-free", have been provided 660,000 passengers, and the number of navigable city pairs increased 3739.
Hong Kong, China	Hong Kong, China supports the digital and electronic transformation of civil aviation passenger services in the Asia-Pacific Region. The aviation industry in Hong Kong has actively participated in intermodal transport initiatives and digital transformation efforts to enhance passenger services.
Macau, China	Macao, China supports and deems the APAC DGCA Conference as a forum to share best practices in air transport service mode, innovation and digital transformation.
Indonesia	DGCA Indonesia has implemented most business processes, including the permit process (AOL), using digital and electronic platforms.
Japan	Japan has established a Public-Private Liaison Committee for the Promotion of Airport Operations Digital Transformation (DX), aimed at enhancing airport operations, including ground handling and security inspections. In line with this initiative, Japan submitted a discussion paper (DP) to DGCA59, outlining its efforts to implement advanced inspection technologies, such as smart lanes and AI-based systems, to improve security inspections.
Papau New Guinea	Air connectivity (rural-urban) is a challenge within PNG. Our safey and security conference highlighted this.
The Philippines	Philippines recognizes the significance of participating and attending APAC DGCA Conference and other technical fora to share best practices in air transport service mode, innovation and digital transformation.
Republic of Korea	The Republic of Korea is advancing digital innovation in civil aviation passenger services across the Asia-Pacific region. At the 8th AOPSG meeting, it introduced initiatives such as airport digital innovation, digital apron control towers, and automated baggage handling systems. These efforts aim to optimize airport operations and improve passenger convenience.
Singapore	Noted.
Thailand	Thailand is advancing digital transformation on both regulatory and operational fronts. Most processes related to CAAT are now submitted digitally, including online complaint management. Airports have implemented the Common Use Passenger Processing System (CUPPS) to enhance passenger flow, and airlines are increasingly adopting fully online ticketing services. Additionally, Thailand's immigration has established an Advanced Passenger Processing System. The country is well-positioned to share its experiences and best practices in these areas.

Action Item 58/33 To support safe, secure, efficient, and sustainable mobility solutions and harmonised standards, certifications, policy and framework to regulate the Advanced Air Mobility (AAM) sector, the Conference encouraged States/Administrations to consider AAM operations in airport master planning, undertake dialogue between all relevant stakeholders, and participate in the first ICAO Advanced Air Mobility Symposium (AAM 2024) from 9 to 12 September 2024, in Montreal, Canada.

Responses on Action Item 58/33

Australia	Australia participated in the ICAO Advanced Air Mobility Symposium in Montreal, Canada.
China	CAAC ensures fair market access and competition, and solidifies the pilot experience of the "Deregulation, Supervision and Service" reform (including drone management) in the early stage of general aviation market supervision in the Provisional Regulations on the Administration of Unmanned Aviation Flight and the Civil Unmanned Aerial Vehicle Operation Safety Management Rules (CCAR-92), so that to improve the enterprise access procedures, integrate the business license and operation license into "operation certificate" to realize "one certificate for operation". This action provides more convenience for market entities, and better stimulates market vitality.
Hong Kong, China	Hong Kong, China supports the Conference recommendations and participated in the first ICAO Advanced Air Mobility Symposium (AAM 2024) held in Montreal from September 9-12, 2024. The Small Unmanned Aircraft Order (Cap. 448G) in Hong Kong took full effect on December 1, 2022, regulating operations of small unmanned aircraft (SUA) weighing up to 25kg under a risk-based approach. Hong Kong will continue to monitor international developments in Advanced Air Mobility (AAM).
Macau, China	Macao, China will consider the outcomes of the first ICAO Advanced Air Mobility Symposium and engage stakeholders to integrate AAM operations into airport master planning.
Japan	Japan participated in the inaugural ICAO Advanced Air Mobility Symposium, engaging in a panel discussion to showcase its initiatives for AAM operations at Expo 2025 Osaka, Kansai. Through information exchange with various countries at the symposium, Japan aims to refine its domestic regulatory framework and contribute to the development of AAM standards within ICAO.
Papau New Guinea	Advanced air mobility is not progressed in PNG and PNG cannot participate at the required Symposium.
The Philippines	Philippines, in consultation with the relevant stakeholders and government agencies, will take into account the AAM operations in airport master planning and extend the invitations to other industry partners to participate in the ICAO Advanced Air Mobility Symposium (AAM 2024) from 9 to 12 September 2024, in Montreal, Canada.
Republic of Korea	The Republic of Korea is engaging in the development of regulatory standards, certifications, and policies to support safe and sustainable Advanced Air Mobility (AAM) solutions. It is incorporating AAM considerations into airport master planning and collaborating with relevant stakeholders. South Korea also participated in the first ICAO Advanced Air Mobility Symposium (AAM 2024) and is actively involved in the AAM Study Group.

Singapore	Singapore is actively engaging relevant stakeholders to support safe Advanced Air Mobility (AAM) operations. In November 2023, Singapore hosted the Meeting of Asia-Pacific Regulators on AAM and Unmanned Aircraft Systems (UAS), fostering awareness, alignment, and the adoption of policies and regulatory approaches. The meeting included representatives from the AAM and UAS industries for regulator-industry engagement. As a result, the Civil Aviation Authority of Singapore (CAAS) is collaborating with 23 Asia-Pacific States to develop regulatory toolkits that can be referenced, adapted, or utilized to facilitate commercial AAM and complex UAS operations. Additionally, Singapore participated in the first ICAO AAM Symposium, contributing to panel discussions as both a moderator and panellist, while also showcasing the Singapore UAS ecosystem at an exhibition booth. Furthermore, Singapore continues to participate in the ICAO AAM Study Group, which assists ICAO in developing a holistic vision and framework for the AAM ecosystem.
Thailand	Thailand by CAAT will participate in the first ICAO Advanced Air Mobility Symposium (AAM 2024) from 9 to 12 September 2024, in Montreal, Canada.

AGENDA ITEM 7 : AVIATION AND ENVIRONMENT

Action Item 58/34

Recalling the discussions and consultations in ICAO, inter alia, those in the High-Level Meeting on the Feasibility of a Long-Term Aspirational Goal for International Aviation CO2 Emissions Reductions (HLM-LTAG) and 41st session of the ICAO Assembly (A41), the Conference encouraged States/Administrations to:
a)Develop and update their State Action Plans (on CO2 emissions reductions from the aviation sector);
b)Implement the requirements of the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA);
c)Promote efforts for the production and distribution of sustainable aviation fuel (SAF), lower-carbon aviation fuel (LCAF) and other aviation cleaner energy sources;
d)Exchange through the ICAO website, regional meetings, and other appropriate means, detailed carbon reduction policies currently in effect in the aviation sector; and
e)Consider implementing air navigation operational improvements, including Performance Based Navigation (PBN) and User Preferred Routes (UPR).

Action Item 58/34

Australia	Australia periodically updates and publishes a State Action Plan on CO2 emissions reductions from the aviation sector, with the most recent State Action Plan published in October 2022. Australia has been a supporter of CORSIA since its inception in 2016, and implementation from 2019. Australia continues to meet the monitoring, reporting and verification requirements of CORSIA, and has submitted the Australian 2023 CO2 emissions report to the CORSIA Central Registry. Australia has recently released an Aviation White Paper which examines aviation environmental policy and has announced a new Future Made in Australia Act, which identifies a package of initiatives to support the growth of new industries, including low carbon liquid fuels. Australia is a member of the ACT-CORSIA and ACT-SAF programmes, and will continue to work with fellow Member States, including our Asia Pacific neighbours, to achieve ICAO's collective environmental goals. Australia continues as an active member of the Committee on Aviation Environmental Protection (CAEP). Air navigation in continental Australian airspace has transitioned from conventional ground-based radio navigation aids to PBN. Australia is also modernising its airspace: UPR airspace will cover the majority of Australian-administered airspace with non-UPR areas established to provide systematic protections in areas of high complexity or high traffic levels. This will be active only during the period when protection is required. Utilisation will be solely based around what equipment an aircraft is carrying, with the equipment requirements being already met by the majority of airlines.
China	On the basis of integrating the regulatory documents for RNP and RNAV, a preliminary draft of the 'Performance-Based Navigation Operations' regulatory document for Chinese civil aviation has been formulated. This draft is aligned with ICAO 'Performance-Based Navigation (PBN) Manual' (Doc 9613). It streamlines and standardizes the operational approval processes for RNP and RNAV related navigation specifications within Chinese civil aviation, offering guidance to operators for the implementation of PBN operations during en-route, terminal area arrival/departure, and approach.

Hong Kong, China	Hong Kong, China recognizes the importance of combating climate change. The region has fully implemented Performance-Based Navigation (PBN) Standard Instrument Departures (SIDs), Standard Terminal Arrival Routes (STARs), and Instrument Approach Procedures (IAPs) in line with ICAO Assembly Resolution A37-11. Upcoming implementations will include Continuous Climb Operations (CCO) and Continuous Descent Operations (CDO) within the Three-Runway System (3RS) SIDs and STARs.
Macau, China	Macao, China has engaged in cooperation arrangement to support technical exchange and cooperation for the use of sustainable aviation fuel (SAF).
Indonesia	a) It developed and submitted its State Action Plan (SAP) to ICAO in 2013, 2015, and 2021, with an update planned for 2024. b) Since 2019, Indonesia has implemented the CORSIA Monitoring, Reporting, and Verification (MRV) system and notified ICAO of its voluntary participation in CORSIA's Pilot Phase. c) The country actively promotes Sustainable Aviation Fuel (SAF) through policy development, local production encouragement, and successful testing, including a 2023 commercial flight powered by domestically produced SAF. Indonesia's SAF roadmap targets an initial blend of 1% by 2027, with future increases, and prepares airport infrastructure within the Eco Airport Framework. d) Indonesia shares its carbon reduction initiatives in various forums, including SAP submissions, ICAO seminars, and ASEAN meetings, while also promoting air navigation operational improvements such as Performance-Based Navigation (PBN) and User Preferred Routes (UPR).
Japan	a) Japan has developed a State Action Plan (SAP) and is currently updating it. b) Japan submitted its 2023 CO2 emissions report through the CORSIA Central Registry by the deadline. c) Japan established a public-private council to discuss technical and economic issues related to Sustainable Aviation Fuel (SAF) and has registered non-standard coconuts on the positive list, promoting initiatives for SAF production and distribution. d) Japan is exchanging information on detailed carbon reduction policies through various ICAO meetings and dialogues with other countries. e) In offshore airspace, Japan is enhancing air navigation operations by expanding areas where User Preferred Routes (UPR) are possible (NOPAC Redesign).
Papau New Guinea	The State of PNG has submitted its State Action Plan on CO2 emissions reductions to ICAO in quarter four of 2023 and work is progressing on the implementation of the mitigation mesures.
The Philippines	The Philippines is: a) continuously updating its State Action Plans;b) currently implementing the requirements of the Carbon Offsetting and reduction Scheme for International Aviation (CORSIA) in collaboration with the stakeholders; c) collaborating with the industry partners and stakeholders in the production and distribution of sustainable aviation fuel (SAF), lower-carbon aviation fuel (LCAF) and other aviation cleaner energy sources;d) supports the exchange through the ICAO website, regional meetings, and other appropriate means, detailed carbon reduction policies currently in effect in the aviation sector; ande) has mostly complied with PBN implementation in Terminals. All 9 International Airports have PBN IAP, STAR and SID. Moreover, PBN flight procedures are available in twelve (12) Domestic airports. The Philippines regularly attends ICAO meetings on PBN implementation including cross-border/adjacent FIR coordination meetings to discuss operational enhancements that will improve safety.A coordination meeting with Singapore was conducted in Manila on 8-9 May 2024, while a similar meeting with Ho Chi Minh is scheduled in October 2024. User Preferred Routes (UPR) are already accommodated along the oceanic airspace of the Philippine FIR. We will consider expanding UPR operations after surveillance and communications coverage is improved which is one of the priorities of the CAAP.
Republic of Korea	a) ROK developed and has been regularly updating the State Action Plan since 2012, now in progress of developing the 5th SAP for the next update. b) ROK has been implementing the requirements of CORSIA and in 2024 promulgated the national regulatory framework in Aug. 2024. c) ROK started SAF production in a type of 'co-processing' in 2024 and initiated the SAF Expansion Policy in August 2024. d) ROK submitted a DP to the DGCA/59 on its SAF initiatives in addition to sharing through ICAO website and other appropiate means as applicable.

Singapore	In 2024, Singapore submitted the Singapore Sustainable Air Hub Blueprint as its State Action Plan for CO2 emissions reductions from the aviation sector to ICAO. The initiatives outlined in the Blueprint have been shared at various ICAO platforms and regional meetings. Singapore has been implementing CORSIA since 2019 and plans to introduce a national 1% Sustainable Aviation Fuel (SAF) usage target in 2026 to promote SAF production in the region. Additionally, Singapore is developing tools and implementing improvements to optimize air traffic management operations to reduce fuel burn and associated carbon emissions.
Thailand	Thailand is actively updating its State Action Plan and has been implementing ICAO's CORSIA since the pilot phase in 2021, following Annex 16 Vol. 4 requirements. Through CAAT, Thailand promotes Sustainable Aviation Fuels (SAF) in the aviation industry via conferences and collaborations with the Ministry of Energy and fuel producers. Thailand has participated in numerous meetings, including the ICAO Assembly and CAAF/3, to exchange information and provide input, maintaining regular communication with the ICAO APAC office. Additionally, CAAT is coordinating with Aeronautical Radio of Thailand Ltd. to develop Performance-Based Navigation (PBN) Routes and is currently studying further operational plans for User Preferred Routes (UPR).

Action Item 58/35 Noting the need for insights on the availability of feedstock to meet current and anticipated global demand for sustainable aviation fuel (SAF), the Conference encouraged States/Administrations to formulate a collaborative policy framework with ICAO's assistance to ensure the availability of feedstock to produce SAF.

Responses on Action Item 58/35

Australia	Australia supported the development of the ICAO Global Framework for SAF, LCAF and other Aviation Cleaner Energies, adopted by CAAF/3 in November 2024. Australia is examining our approach to the collective global aspirational vision to reduce CO2 emissions in international aviation by 5 per cent by 2030 through the use of SAF, LCAF and other aviation cleaner energies. Australia is developing the policy framework and regulatory options to support a domestic sustainable aviation fuel market. The Sustainable Aviation Fuel Roadmap 2024 identifies opportunities to produce and meet the increasing demand for feedstocks required to establish and scale a SAF industry in the Asia Pacific region.
China	Well Noted
Hong Kong, China	Hong Kong, China acknowledges the information regarding the availability of feedstock to meet current and anticipated demand for sustainable aviation fuel (SAF). While the use of SAF by local operators is supported, the region does not produce SAF. The Hong Kong Civil Aviation Department (HKCAD) will monitor ongoing developments in this area.
Macau, China	Noted.
Indonesia	Indonesia is actively exploring various national feedstocks to ensure sufficient availability of Sustainable Aviation Fuel (SAF) to meet both national and global demand and emissions reduction targets. The country has collaborated with several states and organizations, including Japan, the USA, Thailand, EASA, Airbus, and domestic companies, to identify and assess potential feedstocks for producing SAF and CORSIA-eligible fuels.
Japan	Japan has established a regulatory SAF utilization target of 10% for Japanese airlines by 2030 and is considering a SAF supply target for the same year. To support this, Japan plans to invest in the construction of large-scale SAF production facilities and implement tax credits based on domestic production and sales volume of SAF. Additionally, Japan is working to build collaborative frameworks with various countries through initiatives like ACT-SAF.
Papau New Guinea	The State of Papua New Guinea (PNG) has identified available feedstock and has commenced initial steps in its Government approval process on the conduct of a feasibility study, to ascertain the viability of PNG to export identified feedstock. PNG looks forward to collaborate with ICAO on this, as well as, on the formulation of a Policy Framework, and collaboration with other APAC States and Partners on the supply of feedstock. This is PNG's effort in addressing the lack of available feedstock to produce SAF.

The Philippines	Philippines welcomes ICAO's assistance in formulating collaborative policy framework to ensure the availability of feedstock to produce SAF.
Republic of Korea	In August 2024, the Ministry of Land, Infrastructure and Transport, in cooperation with the Ministry of Industry, initiated the SAF Expansion Policy to support the availability of feedstock for Sustainable Aviation Fuel (SAF), Low Carbon Aviation Fuel (LCAF), and other cleaner aviation energy sources. Through the task force established under this policy, ROK plans to develop collaborative policies and actions to secure feedstock for increased SAF production.
Singapore	Noted.
Thailand	Thailand has engaged in ICAO's ACT-SAF program, with insights gained serving as a foundation for developing a comprehensive framework and policy for the production and utilization of Sustainable Aviation Fuel (SAF) in the country.

Action Item 58/36 To reduce operation and maintenance costs, improve the safety and efficiency of operations, and reduce environmental impacts associated with implementing approach lighting systems at airports in mountainous and waterfront locations, the Conference encouraged States/Administrations to consider implementing the prefabricated approach lighting system bridge and suggested that ICAO refer the paper to the Visual Aids Working Group of Aerodrome Design and Operations Panel (ADOP) for consideration.

Responses on Action Item 58/36

Australia	Australia has already implemented such lighting systems. One example is at Brisbane International Airport (ICAO identifier YBBN). Australia notes there may be issues with implementing such systems in mountainous regions.
China	At the ADOP/5, China introduced the development of Approach Light Bridge in the approach lighting system and the suggestions for amendments to Annex 14 and would follow up on the review and approval of the revised recommendations at the VAWG/22.
Hong Kong, China	Hong Kong, China recognizes the benefits and uses of prefabricated approach lighting system (ALS) bridges. At the Hong Kong International Airport (HKIA), which is situated in a water-surrounded area, ALS bridges are employed to mount approach lighting masts beyond the reclaimed land.
Macau, China	Noted.
Indonesia	Indonesia noted the benefits of using the prefabricated approach lighting system bridge.
Japan	Japan is an active member of the Visual Aids Working Group (VAWG) under ADOP and will continue to review relevant proposals appropriately.
Papau New Guinea	This is not yet considered by PNG.
The Philippines	Philippines recognizes the importance of implementing the prefabricated approach lighting system bridge in order to reduce the operation and maintenance costs, improve the safety and efficiency of operations, and reduce environmental impacts associated with implementing approach lighting systems at airports in mountainous and waterfront locations.
Singapore	Noted.
Thailand	Thailand has noted the benefits of implementing the prefabricated ALS.

AGENDA ITEM 7 : Capacity Development and Implementation

Action Item 58/37 Noting the need to address the training needs and associated challenges of the Asia Pacific region, the Conference endorsed the regional training cooperation framework proposed by the RCM TF and the plan to hold a regional aviation training symposium in 2024-2025.

Responses on Action Item 58/37

Australia	Australia notes the challenges for States accessing training as outlined and welcomes the implementation of the concepts proposed in the RCM TF paper e.g. the train-the-trainer approach. These approaches can contribute to addressing the significant financial and workforce challenges many States in the region face in being able to release personnel for extended periods of time for training, which may include considerable travel time and expense.
China	China is actively participating RCM-TF,,and work collaboratively with other participants to fulfill the tasks.
Hong Kong, China	Hong Kong, China supports the initiatives outlined in the Regional Training Cooperation Framework (RTCF) proposed by the RCM Task Force, including plans for a regional training symposium in 2024-25. Hong Kong has joined the RTCF Working Group and participated in its inaugural meeting via video teleconferencing on 1 August 2024.
Macau, China	Noted.
Indonesia	In the RCM TF meeting on August 1, 2024, Indonesia highlighted its focus for the year on strengthening the competencies of Aviation Inspectors through Education and Training programs. The Directorate General of Civil Aviation, in collaboration with relevant stakeholders, is currently developing an Inspector Training System, which includes creating and revising the curriculum and syllabus for the training.
Japan	Japan attended the first Regional Training Cooperation Framework Working Group (RTCF WG) meeting on August 1, 2024. Japan will participate in discussions and collaborate on developing training programs based on the future analysis of training needs by the RTCF-WG.
Papau New Guinea	PNG has taken note of this.
The Philippines	Philippines supports the regional training cooperation framework and its plan for an aviation training symposium.
Republic of Korea	The Republic of Korea has been actively participating in the APAC Regional Training Cooperation Framework (RTCF) as the vice-chair of the RCM-TF. ROK will continue its support to enhance capacity-building and performance across various aviation sectors in the APAC region, including hosting the first APAC regional aviation training symposium in July 2025.
Singapore	Singapore serves as the Chair of the ICAO Regional Training Cooperation Framework (RTCF) Working Group, established in August 2024 to implement initiatives aimed at strengthening training cooperation in the Asia Pacific region. Key initiatives include organizing the ICAO Asia Pacific Regional Aviation Training Symposium, scheduled to be held in Singapore in July 2025, as well as a regional Train-the-Trainer Programme.
Thailand	Thailand, as a member of the RCM TF, endorses the Regional Training Cooperation Framework (RCTF) and has nominated two representatives: Mrs. Jitsupa Uthaiviankul from the CAA and Ms. Phee Sunantarod from the Civil Aviation Training Center. They plan to attend the regional aviation training symposium.

Action Item 58/38 Noting the challenges to implement competency-based training, the Conference encouraged States/Administrations to allocate adequate funds for training of their instructors/experts.

Responses on Action Item 58/38

Australia	Australia has implemented competency-based training and assessment (CBTA) throughout the aviation sector and appreciates the challenges that States may experience when doing likewise. Australia supports the recommendation for ICAO TRAINAIR PLUS to assist in the rollout of CBTA.
China	1.With the funds from the China Civil Aviation Safety Capacity Project, the research work of two projects related to Competency-Based Training and Assessment (CBTA) is supported: "Research on Dispatcher Qualification Management Regulations, and Quality Capacity Enhancement" and "Reform and Demonstration Application of the Full Cycle Training for Flight Dispatchers Based on Competency."; Conduct 4 rounds of EBT instructor training to train 50 EBT seed instructors for 28 airlines, providing human resource support for subsequent EBT training for various operators. 2.Apply for special funds for the training of the Chinese Civil Aviation Pilot Language Proficiency Test Expert Group, interviewers, and assessors to continuously improve their abilities and enhance the quality of pilot language proficiency testing.
Hong Kong, China	Hong Kong, China supports the recommendation to allocate sufficient resources for training instructors and experts in competency-based training implementation. The Hong Kong Civil Aviation Department (HKCAD) will nominate officers to participate in relevant training and seminars as appropriate.
Macau, China	Macao, China participated in the regional Competency-Based Training and Assessment (CBTA) workshop and hosted a CBTA course locally for both Civil Aviation Authority personnel and industry partners.
Indonesia	The Directorate General of Civil Aviation has centralized the allocation of training funds within its HR and Organization section to effectively address the competency challenges faced by its personnel.
Japan	Japan ensures that the training procedures and materials for competency-based training in all areas of Air Navigation Services (ANS) operations are regularly reviewed and updated as necessary.
Papau New Guinea	PNG has commenced initial steps in its Government approval process, on the development of the Next Generation of Aviation Professional Program for the civil aviation sub-sector. This Program will include the Train-the -trainer concept. The NGAP Program is being considered in the PNG Medium Term Transport Plan
The Philippines	Philippines acknowledges the need to allocate adequate funds for training of instructors/experts
Republic of Korea	Noting the challenges to implement competency-based training, ROK allocates adequate funds for training of its personnel.
Singapore	Noted.
Thailand	Thailand, through CAAT, is developing the "Competency-Based Training Program and Assessment" project as part of the CAAT Strategic Plan 2024–2028, aimed at enhancing the state's oversight system for sustainability.

Action Item 58/39	Noting the need for capacity development implementation in the APAC region, the Conference urged States/Administrations to: a)Develop OJT Instructors for the GSI Courses and assist in capacity-building efforts for the APAC Region on the 'Train the Trainer' concept; b)Nominate candidates following the 'Train the Trainer' concept and ICAO Gender Equality spirit; and c)Support APAC RO by providing qualified experts on implementing the CAT and CATIIC Missions.

Responses on Action Item 58/39

Australia	Noted.
China	Well Noted
Hong Kong, China	Hong Kong, China supports the conference's recommended actions on ICAO's capacity development initiatives. The Hong Kong Civil Aviation Department (HKCAD) will monitor and participate in relevant training and seminars as appropriate.
Macau, China	Noted.

Indonesia	To support the enhancement of the average effective implementation score in the APAC region, Indonesia is committed to the following actions: Assigning a total of 16 personnel to attend ICAO Government Safety Inspector (GSI) courses in Operations (OPS), Pilot Licencing (PEL), and Airworthiness (AIR). Ensuring these personnel also participate in the ICAO Training Instructors Course (TIC) and On-the-Job Training (OJT) Instructor programs. Coordinating these efforts through the Directorate General of Civil Aviation (DGCA) and the Center for Human Resources Development of Air Transportation (CHRDAT), which is an ICAO Trainair Approved Organization. Following up on CHRDAT's initiatives, Indonesia will conduct the TIC course for personnel who have completed the GSI course and implement the OJT program for one personnel from each GSI category (AIR, PEL, and OPS).
Japan	Japan recognizes the importance of acquiring and maintaining appropriate knowledge and skills, and its Safety Management System (SSP) documentation includes provisions for participating in ICAO training.
Papau New Guinea	PNG paticipated in the GSI Airworthiness Taining in 2024.
The Philippines	a) Notes the Action Itemb) Philippines sent nominees to the GSI Courses for the “Train the Trainer” concept.c) Philippines also supports the APAC RO on its initiatives in providing qualified experts on implementing the CAT and CATIIC Missions. In preparation for the upcoming USOAP Continuous Monitoring Approach (CMA) Audit scheduled for the Philippines from 12-24 March 2025, a CAT Mission will be undertaken on 21 to 25 October 2024.
Republic of Korea	The Republic of Korea is actively developing On-the-Job Training Instructors (OJTIs) for Ground Safety Inspector (GSI) courses through the RTCF under the RCM-TF, employing a "Train-the-Trainer" concept to enhance regional capacity development.
Singapore	The ICAO Regional Training Cooperation Framework (RTCF) Working Group is implementing a regional Train-the-Trainer Programme (TTP), which will leverage the existing ICAO Training Instructor Course (TIC) and the Government Safety Inspector (GSI) course as its core curriculum. Both courses are recognized by ICAO and adhere to established ICAO standards. ICAO has sent State Letters inviting States to nominate prospective trainers for the regional TTP. Singapore has been actively supporting efforts to enhance regional safety capabilities and has contributed experts to assist with three ICAO CAT Missions since the last DGCA Conference.
Thailand	a) Noted; Thailand will provide the necessary support. b) Thailand will nominate candidates following the "Train the Trainer" concept and in the spirit of ICAO's Gender Equality initiative. c) Thailand, through CAAT, has provided two experts: Ms. Matima Ariyachaipanich, a Flight Operations expert, and Mr. Witsarut Chinwipat, an Aerodrome expert, to assist the APAC RO in CAT and CAT IIIC missions.

Action Item 58/40 While noting that the ICAO Personnel and Licensing Panel has a work package element to examine the integration of XR (eXtended Reality) as a training tool to develop guidance on the acceptance of such devices, the Conference encouraged States/Administrations to
a)Actively share experiences of Licensing authorities in certifying the use of AR·VR SIM training devices by ATO and operations of alternative training programs using AR·VR SIM devices; and
b)Develop specific guidelines for the use of AR·VR SIM devices through active sharing of cases.

Responses on Action Item 58/40

Australia	Australia is putting significant effort into foundational simulation-related to training to ensure a robust capability in our inspectorate ranks for an expansion of digital simulation capabilities in the cockpit and beyond. Australia is closely watching the regulatory changes that may be needed as this unfolds both within and beyond the cockpit, and the amount of change required within current regulatory paradigms and are supportive of the development of expanded capability in the further development of alternative approved training programs. Australia is actively involved in the Simulation Working Group of the ICAO Personnel Training and Licensing Panel which is considering standards and guidance resources for States in relation to the use of advanced simulation devices. Australia has not yet developed specific guidelines for the use of AV-VR simulation devices.
China	Guide the Chinese Civil Aircraft Pilot School (CCAR-141) to carry out a pilot program for AR VR assisted teaching. Based on the experience of the pilot program, develop guidance materials for AR VR assisted teaching to assist flight training and improve the efficiency and quality of the trainings.
Hong Kong, China	Hong Kong, China acknowledges ICAO's eXtended Reality (XR) integration initiatives. The Hong Kong Civil Aviation Department (HKCAD) will monitor the development of relevant guidance and update its internal guidelines as necessary.
Macau, China	Noted.
Japan	Japan actively participates in the ICAO Personnel and Licensing Panel, contributing to discussions. During these activities, Japan introduced ATC auto-generation technology implemented by Japanese airlines in Flight Simulation Training Devices (FSTD), confirming its usefulness.
Papau New Guinea	This is not yet considered by PNG.
The Philippines	Philippines is always ready to share its best practices with other States/Administrations when guidelines for the use of AR VR SIM have been developed and already available.
Singapore	Noted.
Thailand	Thailand has not yet incorporated AR/VR SIM training devices for ATO and operations; however, we recognize the importance of employing rigorous training methodologies to meet global licensing and competency standards. These devices can provide a cost-effective alternative to traditional flight training while ensuring compliance with the proficiency requirements outlined in ICAO Annex 1.

Action Item 58/41 Recognising the enhanced portfolio of ICAO's Capacity Development and Implementation (CDI) support products and services to address implementation support, the Conference encouraged States/Administrations to explore States' needs through CDI's assistance.

Responses on Action Item 58/41

Australia	Noted.
China	Well Noted
Hong Kong, China	Hong Kong, China takes note of the recommended action item.
Macau, China	Civil Aviation Authority of Macao, China will explore the needs in Macao, China and consider to utilize the assistance through CDI, if needed.
Japan	Japan has been discussing capacity development with CDI and, in April 2024, announced its support for sustainable capacity development for Pacific Small Island Developing States (PSIDs), focusing primarily on air navigation services. Japan will continue to explore possibilities for further support in the future.
Papau New Guinea	PNG participated in the survey on ICAO's engagement in the APAC Region per State Letter Ref#: SN 2 (2023) AP196/23(TC) and provided its response to ICAO on 30th January 2024.

The Philippines	Philippines welcomes the products and services of the ICAO's Capacity Development and Implementation (CDI).
Singapore	Noted.
Thailand	Thailand by CAAT will identify our needs and will explore the possibility to work with CDI.

Agenda Item 9: Updates

Action Item 58/42

The Conference encouraged States to consider:
a)Becoming parties to the international air law treaties that they have not yet ratified;
b)Making use of ICAO legal seminars and workshops, the Civil Aviation Legal Advisers Forum (CALAF), the ICAO International Air Law Course as well as other similar events for the continuous training and development of their legal advisers, as well as hosting such events; and
c)Informing ICAO before 1 March 2024 of their progress towards the ratification of international air law treaties and providing focal points to coordinate ratification matters.

Responses on Action Item 58/42

Australia	Noted.
China	Well Noted
Hong Kong, China	Hong Kong, China takes note of the recommended action item.
Macau, China	Noted.
Indonesia	Indonesia has made progress in ratifying key ICAO treaties, having completed the ratification of: Protocol of Amendment to Article 50(a) of the Chicago Convention Protocol of Amendment to Article 56 of the Chicago Convention Montreal Convention, 1999 – Convention for the Unification of Certain Rules for International Carriage by Air (Doc 9740) However, Indonesia has yet to complete the ratification of three treaties: Beijing Convention 2010 on the Suppression of Unlawful Acts Relating to International Civil Aviation Beijing Protocol 2010 on the Suppression of Unlawful Seizure of Aircraft Montreal Protocol 2014 on Amendment to the Convention on Offences and Certain Other Acts Committed on Board Aircraft Currently, Indonesia is conducting domestic coordination and analysis to align its national regulations with these treaties.
Japan	a) Japan will continue to review this matter. b) Japan contributed to the December 2023 Air Law Treaty Workshop in Singapore by discussing challenges in developing legal experts and ratifying international air law treaties. c) Japan has submitted its progress on ratifying international air law treaties and provided relevant focal points.
Papau New Guinea	The State of PNG has commenced the initial steps in its Government international law ratification process. The PNG Departments responsible for the legal clearance on international laws and treaties, and foreign affairs, have been informed on this, and the Civil Aviation Safety Authority of PNG, is progressing further with the guidance and advise from these Departments. The legal team from the Civil Aviation Safety Authority, has participated in the 2024 ICAO Legal Seminar, from 16-18 April, in Seoul and the ICAO Air Law Treaty Workshop in Singapore 12-14 December 2023. PNG participated in the Legal Survey per State Letter Ref#: LE 4/76-22/116: Legal Survey on implementation of States of Article 12 of the Chicago Convention, in May 2023. Furthermore, PNG provided the nomination of its focal point for the Ratification of International Air Law Treaties in February 2024.
The Philippines	Philippines:a) supports the call of the ICAO to become a party to the international airlaw treaties that have not yet ratified: b) participated in various ICAO Legal Seminars and workshops; and c) submitted to ICAO, on 11 March 2024, the filled-up matrix on the Ratification of International Air Law Treaties as well as the Philippines' focal point for the ratification matters.

Republic of Korea	ROK hosted the ICAO Legal Seminar in April 2024 and attended the 39th Legal Committee in June 2024.
Singapore	Singapore has ratified the six treaties outlined in DP/9a/01. Additionally, Singapore hosted the first ICAO Air Law Treaty Workshop in December 2023, aimed at promoting the ratification of these treaties.
Thailand	Thailand is evaluating the ratification of certain air treaties and is conducting detailed studies. Through CAAT, we have sent legal officers to ICAO legal seminars and workshops, including the ICAO International Air Law Course. Additionally, on February 2, 2024, we submitted our progress regarding the ratification of international air law treaties and nominated focal points to coordinate with ICAO on this matter.

Action Item 58/43 The Conference encouraged States/Administrations to collaborate and work towards achieving the commitments of the Beijing Declaration and share implementation status with the ICAO Asia-Pacific Office to further report to the Second Asia Pacific Ministerial Conference on Civil Aviation in India in 2024.

Responses on Action Item 58/43

Australia	Australia is committed to ensuring States in the region are supported in achieving the aims of the Delhi Declaration. We are deepening our aviation capability-building programs in the Asia Pacific to support a safe and sustainable aviation industry in the region. Australia's longstanding bilateral aviation capability-building programs are continuing to support Indonesia, under the Indonesia Transport Safety Assistance Package, and Papua New Guinea, under the Transport Sector Support Program. Australia is enabling secure aviation travel in South-East Asia and South Asia through our Transport Security International Capacity Building Program. Australia is also enhancing its longer-term aviation support in the Pacific. Through the Partnerships for Infrastructure program, Australia provides technical and capacity building assistance to support the region's critical infrastructure and transport needs, including in aviation. Through the Australia–Pacific Partnerships for Aviation Program, we are working with Pacific island countries to support a safer, more sustainable and resilient Pacific aviation sector. The Australian Government has recently committed funding support for ICAO's Pacific Liaison Office, hosted by Fiji. Australia is strongly supportive of ICAO's efforts to respond to the strategic aviation priorities faced by the Pacific islands and its assistance to support the implementation of measures aimed at achieving ICAO's strategic objectives, as reflected in the Delhi Declaration
China	Well Noted
Hong Kong, China	Hong Kong, China supports collaboration and work by States/Administrations in achieving the commitments of the Beijing Declaration.
Macau, China	Macao, China is fully committed to the Beijing Declaration and actively participates in ICAO regional meetings, providing implementation updates to the ICAO APAC Office.
Indonesia	At the Second Asia Pacific Ministerial Conference on Civil Aviation in India 2024, Indonesia reported significant progress in fulfilling its commitments from the 2018 Beijing Declaration, including: Certification of all 17 international airports. Establishment of an independent accident investigation authority, the National Transportation Safety Committee. Indonesia's effective implementation score under the Universal Safety Oversight Audit Programme (USOAP) stands at 78.9%, exceeding the global average. There are currently no Significant Safety Concerns (SSCs) identified under USOAP. Engagement in bilateral technical cooperation for aviation safety with the Civil Aviation Authority of Timor Leste and environmental protection with the Civil Aviation Authority of Thailand.

Japan	Japan has contributed to achieving the commitments of the Beijing Declaration by promoting efforts based on the Global Aviation Navigation Plan (GANP) and the Global Aviation Safety Plan (GASP) in aviation safety and air navigation services, while enhancing regional cooperation. Additionally, Japan is actively addressing new challenges such as decarbonization, Advanced Air Mobility (AAM), and Unmanned Aircraft Systems (UAS) to develop sustainable air transport. The country is also focusing on human resources development and providing support for developing countries in anticipation of future increases in aviation demand.
Papau New Guinea	The following State Letters received and actioned by PNG, that are in line with the Beijing Declaration Commitments: 1) SL Ref#: T6/8.3-AP063/24(FS)-Survey on Establishment of an Independent AAIIA. This was completed by the PNG Accident Investigation Commission with response provided to ICAO. 2) SL Ref#: RSO-AP010/24(RSO)- Webinar on Civil-Military Cooperation in ATM- Video Teleconference, 20-21 Nov 2024. PNG is yet to provide the details of its attendees. 3) SL Ref#: AN3/3-AP097/24(AGA)- APANPIRG/35 Bangkok 25-27 November 2024. This is yet to be actioned by PNG.
The Philippines	Aviation Safetyi. SSP provides CAAP a comprehensive regulatory safety management system. This system is supported by national safety and air navigation plans, which outline the primary safety management and air navigation objectives, indicators, and targets for the Philippines.ii. Recognizing that effective SSP implementation is a gradual process, CAAP is committed to developing, implementing, maintaining, and continuously improving the SSP to meet its safety objectives. The SSP Steering Committee, chaired by the CAAP Director General, is responsible for the development and annual review of the SSP. This ensures the program remains current, relevant, and appropriate for the aviation industry in the Philippines.iii. To further implement the SSP, CAAP has published the National Aviation Safety Plan for 2022-2025 (NASP 2022-2025). This plan outlines CAAP' s strategic direction for managing aviation safety over three years through the implementation of effective safety oversight capabilities and safety management, collectively executed through the SSP. The NASP 2022-2025 will be updated as necessary to incorporate revisions to the Global Aviation Safety Plan (GASP) and the Asia- Pacific Regional Aviation Safety Plan (AP-RASP).iv. The Philippines shares the vision of GASP to achieve and maintain the aspirational safety goal of zero fatalities in commercial operations by 2030, aligning with the United Nations #39: 2030 Agenda for Sustainable Development.v. For qualified technical personnel, CAAP implements a comprehensive training program for all its personnel, with special emphasis on those involved in safety management and safety oversight. All investigators of the Aircraft Accident Investigation and Inquiry Board (AAIIB) have completed their aviation accident and incident investigation training program, and all investigation personnel are required to complete mandatory safety management training. Additionally, AAIIB supports further professional development opportunities to help personnel maintain technical qualifications, and acquire new knowledge and experience.vi. Additionally, the Flight Standard Inspectorate Services (FSIS) and the Aerodrome and Air Navigation Safety Oversight Office (AANSOO), through the Civil Aviation Training Center (CATC), conduct a series of safety education and promotion activities. These efforts aim to maintain high safety standards in the aviation industry and ensure that the community is well-informed and aware of safety issues, including emerging safety.

	Air Navigation Servicesi. With respect to Civil and Military coordination on aviation safety. To enhance civil and military coordination on aviation safety, CAAP and the Philippine Air Force have established a Coordination Group to discuss common safety issues and share relevant safety data and information, facilitating the exchange of lessons learned between civil and military aviation systems.ii. A Civil-Military Air Traffic Management Committee (CMATMC) has been established as harmonization forum to oversee synchronization and collaboration of the Philippine civil and military air traffic management, aviation rescue, and firefighting services.iii. The Philippines actively participates in regional and international cooperation in aviation. As a signatory to the Convention on International Civil Aviation (Chicago Convention) and a member of ICAO since its establishment in 1947, the Philippines has consistently engaged in and supported ICAO's initiatives.iv. In alignment with its commitment to collaborate, communicate, and coordinate with the aviation industry to address safety concerns and enhance aviation safety, theSSP is designed to align with the priorities, principles, policies, objectives, indicators, goals, and alert levels of the Republic; safety plan, the AP-RASP, and the Asia-Pacific Regional PBN Implementation Plan, stemming from the ICAO GASP.v. The Philippines also actively participates in COSCAP-SEA implementation projects and consistently meets ICAO requirements.vi. Furthermore, the results of pertinent AAIIB safety investigations are shared withICAO, as required. The Philippines also assists its regional neighbors in conducting investigations by providing expertise and technical facilities upon request.ICAO's Universal Safety Oversight Audit Programme - Continuous Monitoring Approach (USOAP-CMA)i. With regard to USOAP-CMA, CAAP employs a systematic and coordinated approach to aviation safety management. This approach has resulted in an Effective Implementation (EI) rating of 68.99% in the latest ICAO USOAP Continuous Monitoring Approach (CMA) activity conducted in November 2022.
Singapore	Noted.
Thailand	Thailand remains committed to the Beijing Declaration, focusing on improving our USOAP EI score to meet or exceed the global average, implementing an effective State Safety Programme, and certifying aerodromes for international operations.

Action Item 58/44 Noting the host country's indication to organise the Second Asia Pacific Ministerial Conference on Civil Aviation in September/October 2024, the Conference urged States/Administrations to take the necessary measures to ensure the participation of their respective Ministers in the Civil Aviation Conference.

Action Item 58/44

Australia	Australia attended the Second Asia Pacific Ministerial Conference on Civil Aviation in New Delhi, India and actively supports the achievement of the Delhi Declaration's goals.
China	China has sent a high level delegation to actively participating the Conference.
Hong Kong, China	Hong Kong, China participated as part of China's delegation at the Second Asia Pacific Ministerial Conference on Civil Aviation, which took place on 11-12 September 2024 in New Delhi, India.
Macau, China	Macao, China has participated in the Second Asia Pacific Ministerial Declaration on Civil Aviation.
Japan	The State Minister of Land, Infrastructure, Transport and Tourism of Japan participated in the Second Asia Pacific Ministerial Conference on Civil Aviation.
Papau New Guinea	The Civil Aviation Safety Authority of PNG, in collaboration with the PNG Department of Transport & Civil Aviation, and PNG Ministry for Transport & Civil Aviation, coordinated in the arrangements for the Minister to attend. However, due to the PNG Parliament sitting and the need for the Minister to participate in the sitting during the same week of the Ministerial Conference, the Minister was unable to attend the Second APAC Ministerial Conference on Civil Aviation. Despite Minister's attendance, the Board Chairman of the Civil Aviation Safety Authority of PNG, and the PNG Director of Civil Aviation attended on behalf of the State and participated in the Ministerial Conference.
The Philippines	Philippines will participate in the Conference, spearheaded by the Secretary of the Department of Transportation.
Republic of Korea	ROK attended the 2nd APACMC in September in Delhi, India.
Singapore	Singapore participated in the second APAC Ministerial Conference in New Delhi in 2024.

Thailand	Due to the new cabinet formation, Thailand's Minister cannot attend the Second Asia Pacific Ministerial Conference on Civil Aviation. The Director General of the Civil Aviation Authority of Thailand has been assigned as the Head of Delegation.

Action Item 58/45 Noting the progress made by the RCM TF in its work in strengthening and evolving existing regional mechanisms for regional cooperation towards capability and capacity building and technical assistance in the Asia Pacific region, the Conference encouraged RCM TF and States/Administrations to take actions to address the challenges and training needs as identified in the Needs Survey conducted in June 2023.

Responses on Action Item 58/45

Australia	Australia actively supports the work of the RCM TF in improving coordination and cooperation in the region.
China	Well Noted
Hong Kong, China	Hong Kong, China supports the work of the RCM Taskforce (RCM TF) by active participation as a member of the TF.
Macau, China	Macao, China is addressing the challenges and training needs identified in the needs survey and supports the RCM TF's efforts for regional cooperation, focusing on capability building and technical assistance in the APAC region to develop solutions for these challenges.
Japan	Japan will continue to participate in the RCM Task Force meetings and the Regional Training Cooperation Framework Working Group (RTCF WG), contributing to addressing challenges and training needs in the region.
Papau New Guinea	PNG participated in the June 2023 Needs Survey, and work is in progress to addressing the challenges and training needs.
The Philippines	Philippines acknowledges the progress made by the RCM TF and made the necessary actions in addressing the challenges and training needs.
Singapore	Singapore chairs the RCM Task Force and is collaborating with States in the APAC region to address the challenges and training needs identified in the Needs Survey conducted in June 2023.
Thailand	Thailand, as a member of the RCM Task Force, actively participated in all meetings since its resumption. The country supports efforts to enhance existing regional mechanisms for cooperation, capability, and capacity building, and is involved in the Regional Training Cooperation Framework (RCTF).

Action Item 58/46 Noting the preliminary insights and findings of the work done by the RCM TF in examining the feasibility of an Asia Pacific Civil Aviation Commission (APCAC), the Conference endorsed the options strengthening existing mechanisms and developing new mechanism to be considered in the final phase of the work to examine the feasibility of APCAC.

Responses on Action Item 58/46

Australia	Australia strongly welcomes the work of the RCM TF in examining the feasibility of an APCAC as requested by the DGCA 57 Conference. Australia highlights the findings of the Task Force presented at the DGCA 58 Conference that the status quo is no longer tenable given the challenges of the region and looks forward to the Task Force presenting its findings at DGCA 59.
China	Well Noted CAAC actively joined the RCM Taskforce, and work collaboratively with other participants to fulfill the tasks.
Hong Kong, China	Hong Kong, China supports the work of the RCM Taskforce (RCM TF) by active participation as a member of the TF.
Macau, China	Noted.
Japan	Japan will continue to participate in the RCM Task Force meetings and the Regional Training Cooperation Framework Working Group (RTCF WG), contributing to the strengthening of cooperative frameworks in the Asia-Pacific region.
Papau New Guinea	Papua New Guinea noted this.
The Philippines	Philippines welcomes the development of new mechanisms in examining the feasibility of an Asia Pacific Civil Aviation Commission (APCAC).

Republic of Korea	The Republic of Korea is an active member of the RCM-TF and its working group examining the feasibility of the APAC Civil Aviation Commission. As part of this working group, ROK contributed its insights to the Discussion Paper (DP) presented by the RCM-TF to DGCA/59.
Singapore	Noted.
Thailand	Thailand supports strengthening existing mechanisms and developing new ones to assess the feasibility of APCAC in the final phase of the project.

Action Item 58/47 Noting the progress of the work of the APAC ANSP Committee, the Conference encouraged States/Administrations to support their ANSPs in contributing towards the work of the APAC ANSP Committee towards the realisation of the planned deliverables and encourage their ANSPs to actively participate in the APAC ANSP Committee.

Action Item 58/47

Australia	Australia will continue to support the work of the Asia and Pacific ANSP Committee (AAC) in delivering regional outcomes to enhance the Asia-Pacific regional ATM performance.
China	Well Noted
Hong Kong, China	Hong Kong, China has been actively involved in the APAC ANSP Committee, serving as the co-lead for Workstream 2 and participating in Workstreams 1 and 3. HKCAD has contributed significantly to the deliverables in Workstreams 1 and 2. Additionally, it attended the Contingency Planning Workshop and table-top exercise organized by Workstream 3 in June 2024 in Bangkok, as well as the Third Meeting of the APAC ANSP Committee (AAC/3) held in July 2024 in Chengdu, China.
Macau, China	The ANSP of Macao, China has attended APAC ANSP Committee meetings since the first AAC meeting in April 2023 and will continue to monitor the implementation of ANS initiatives.
Japan	Japan participates in the APAC ANSP Committee, contributing as a lead country in Working Session 3 (WS3) and as a member country in Working Session 4 (WS4).
Papau New Guinea	Upon receipt of State Letter Ref: SP 34 – AP0053/24 dated 4th April 2024, on invitation for ANSP to attend APAC ANSP Committee (AAC/3), PNG's ANSP attended the AAC/3 in China in July 2024.
The Philippines	Philippines acknowledges and supports the work of the APAC ANSP Committee.
Republic of Korea	ROK attended and actively participated in the APAC ANSP Committee since the 1st in April 2023 till the 3rd in July 2024.
Singapore	Singapore actively participates in the AAC and its work streams to advance seamless Air Navigation Services (ANS) in the Asia Pacific (APAC) region, collaborating with APAC ANSPs, CANSO, and IATA.
Thailand	Thailand, through AEROTHAI, has actively participated in AAC since its inception, co-leading initiatives to enhance ANS capacity and accelerate seamless ANS implementation. AEROTHAI has contributed insights on business continuity and contingency planning, including exercises, and has leveraged its expertise in safety monitoring to support ATM system enhancements for oceanic operations.

Agenda Item 10a: Any Other Matters

Action Item 58/48 Noting the tentative programme of meetings, seminars and workshops of the ICAO Regional Office for 2024, the Conference encouraged States/Administrations to continue actively participating in the ICAO regional meetings and training programmes throughout 2024.

Responses on Action Item 58/48

Australia	Australia is an active participant in regional meetings that set directions for implementation in the Asia and Pacific Regions. Australia continues to participate in regional training programmes where resourcing allows.
China	Well Noted

Hong Kong, China	Hong Kong, China acknowledges the tentative program of ICAO meetings, seminars, and workshops for 2024. HKCAD remains actively involved in ICAO regional meetings and training throughout the year. Notably, HKCAD hosted the Joint Event for System Wide Information Management (SWIM) Demonstration over CRV and Surveillance Sharing on May 28-29, 2024, as well as the ICAO Surveillance Study Group/4 (SURSG/4) meeting, which drew around 100 participants from various states, airlines, and system providers.
Macau, China	Macao, China has actively participated in the ICAO regional meetings and training programmes throughout 2024.
Indonesia	Indonesia will continue actively participating in the ICAO regional meetings and training programmes throughout 2024.
Japan	Japan participated in the regional environmental seminar in Bangkok from August 7 to 8, where it presented the progress of its State Action Plan (SAP) and measures related to Sustainable Aviation Fuel (SAF). Additionally, Japan actively gathered and shared information on various initiatives concerning ACT-SAF and financing.
Papau New Guinea	Work in progress.
The Philippines	Philippines works collaboratively with ICAO through active participation in meetings, seminars, workshops, and trainings for the technical staff, where the training is relevant and appropriate to their role.
Singapore	Noted.
Thailand	Thailand actively participated in the meetings, seminars, and workshops of the ICAO Regional Office in 2024 and expressed its willingness to host the 2024 ICAO APAC Regional Seminar on Environment.

Action Item 58/49 Noting the confirmation to host the APAC DGCA Conference in 2024 by the Philippines, the Conference requested States/Administrations to consider hosting subsequent Conferences and communicate their offers to the ICAO APAC Office in Bangkok.

Responses on Action Item 58/49

Australia	Noted.
China	Well Noted
Hong Kong, China	Hong Kong, China takes note of the recommended action item.
Macau, China	Noted.
Japan	Japan has informed the APAC office of its intention to host the 60th DGCA Conference in Sendai, Miyagi Prefecture.
Papau New Guinea	PNG noted this.
The Philippines	Philippines took note of this action item.
Singapore	Noted.
Thailand	Thailand acknowledges the hosting of the 59th DGCA Conference in the Philippines and encourages other states that have not yet hosted this meeting to consider hosting future Conferences.

Action Item 58/50 Noting the plan to apply new guidance on the development of papers for the next DGCA Conference, the Conference requested States/Administrations to provide further comments, if any, to the draft guidance by 30 November 2023.

Responses on Action Item 58/50

Australia	Australia acknowledged ICAO APAC Regional State Letter AP172/2 regarding follow-up of Action Items 58/02 and 58/50. Australia supported the new guidance material without further comments beyond those made by the Australian Delegation at DGCA-APAC/58.
China	Well Noted
Hong Kong, China	Hong Kong, China takes note of the recommended action item.
Macau, China	Macao, China agreed to the draft guidance presented at the 58th DGCA Conference and submitted a letter indicating no further comments on the draft guidance for developing papers for the conference.

Japan	Japan has already submitted comments on the draft guidance.
Papau New Guinea	PNG did not participate in this.
The Philippines	Philippines has no further comments, thus submitted its concurrence on the draft guidance on 30 November 2023.
Singapore	Singapore has responded to the State Letter requesting comments from States on the guidance for developing papers for the DGCA Conference.
Thailand	Thailand acknowledges the new guidance on developing papers for the upcoming DGCA Conference and commits to submitting them by the specified deadline.

Agenda Item 10b: Hosting offer and Theme Topic for the forthcoming Conference(s) of APAC DGCA

Action Item 58/51 The Conference adopted the Theme Topic for the 59th DGCA Conference of Asia and Pacific Regions to be hosted by Philippines: Shaping the Future of Air Transport: Sustainable, Resilient, and Inclusive.

Responses on Action Item 58/51

Australia	Australia supports the proposed theme which encapsulates global, regional and national strategic objectives including aviation environmental sustainability which is likely to be a major challenge for many countries in the Asia and Pacific regions. The theme is also consistent with other key ICAO, regional and Australian priorities including supporting gender responsiveness, diversity, and excellence in providing aviation services, achieving gender equity, inclusivity, and accessibility to stakeholders. Many of these themes are also being addressed by the Australian Government in its Aviation White Paper.
China	Well Noted China would like to thank Philippines for hosting such an important event which provides valuable opportunities for States/Administrations in the APAC Region to reach consenseus on the theme topic.
Hong Kong, China	Hong Kong, China supports the recommended action item and has no comments regarding the draft guidance on the development of papers for the upcoming DGCA Conference.
Macau, China	Noted.
Japan	Japan is actively pursuing the decarbonization of aviation, developing climate-resilient infrastructure, promoting gender equality, and enhancing human resources while supporting developing countries through the NCLB initiative. The country remains committed to contributing to the realization of sustainable, resilient, and inclusive air transport.
Papau New Guinea	Papua New Guinea participated in the adoption of the Theme Topic for the 59th DGCA Conference.
The Philippines	Philippines notes of this action item.
Singapore	Noted.
Thailand	Thailand noted the theme topic for the 59th DGCA Conference of the Asia-Pacific Region.