

International Civil Aviation Organization



ICAO

**Twenty Seventh Meeting of the Communications/
Navigation and Surveillance Sub-group (CNS SG/27)
of APANPIRG**

Bangkok, Thailand, 28 August - 1 September 2023

Agenda Item 14: Any Other Business

**COMMENTS/FEEDBACK ON ASIA PACIFIC MINISTERIAL DECLARATION ON
CIVIL AVIATION (DELHI)**

(Presented by the Secretariat)

SUMMARY

This paper provides information about convening the Second Asia Pacific Ministerial Conference on Civil Aviation (APACMC/2) in Delhi, India in 2024 and requests Member States to provide comments on the draft Asia Pacific Ministerial Declaration on Civil Aviation (Delhi).

1. INTRODUCTION

1.1 At the first APAC Ministerial Conference on Civil Aviation held in Beijing, China from 31 January to 1 February 2018, the ‘Declaration of Asia/Pacific Ministerial Conference on Civil Aviation’ (Beijing Declaration) was unanimously agreed by all Delegations and endorsed by the Conference, formalizing the shared commitments to high-priority aviation safety and air navigation services objectives as well as accident investigation and human resource development. At the Conference, India offered to host the Second Asia Pacific Ministerial Conference on Civil Aviation (APACMC/2) in India in 2020.

1.2 The Conference was not organized in 2020 due to the pandemic. The new dates of convening the APACMC/2 were shared by India at the end of 2022 as 20-21 September 2023.

1.3 This paper provides information about the current ~~latest~~ status of APACMC/2 and the work done so far in preparation.

2. DISCUSSION

2.1 The APACMC/2 is planned to be hosted by the Government of India in Delhi, India. The ICAO and the Ministry of Civil Aviation, India are jointly organizing the Conference. ICAO APAC

office issued the ICAO State Letter Ref. SN 4 – AP010/23 (RD) dated 24 January 2023 for sharing information about hosting the Conference in Delhi, India, from 20 - 21 September 2023 as informed by the Ministry of Civil Aviation, India.

2.2 A Working Group (WG) was constituted in response to the decision taken at the 56th APAC DGCA Conference held in Kathmandu, Nepal, in August 2019 to develop the draft agenda for the Second Ministerial Conference. The WG was compelled to pause work on the draft Asia Pacific Ministerial Declaration on Civil Aviation (Delhi) in April 2020 due to the challenging environment prevailed due to the pandemic.

2.3 In order to resume drafting the Asia Pacific Ministerial Declaration on Civil Aviation (Delhi) for the APACMC/2, ICAO APAC Office issued the ICAO State Letter Ref. SN 4 (2023): AP-TC0016/23 dated 10 April 2023, reconvening the Working Group. In addition, a Concept Note and the conference Tentative Program were developed by the ICAO APAC Office in consultation with the Ministry of Civil Aviation, India.

2.4 The Asia Pacific Ministerial Conference Preparation Working Group (MCP WG), composed of members nominated by Australia, China, Hong Kong China, India, Indonesia, Singapore and the United States, met thrice on 28 April 2023 (virtual), 25-26 May 2023 (in-person, Bangkok, Thailand), and 16 June 2023 (virtual) and prepared the attached draft Asia Pacific Ministerial Declaration on Civil Aviation (Delhi) (**Appendix A**) in consultation with ICAO. The working group endeavored to develop a document that demonstrated an inclusive and balanced approach regarding the commitments in the operating part of the draft declaration while remaining concise in the preamble.

2.5 Draft Asia Pacific Ministerial Declaration on Civil Aviation (Delhi) prepared by MCP WG has been shared with the APAC Member States by ICAO State Letter Ref.: SN 4 – AP104/23 (RD) dated 23 June 2023 for comments/feedback. The deadline to provide comments/feedback was 28 July 2023. The deadline to provide comments has been extended to 15 September 2023 by ICAO State Letter Ref.: SN 4 – AP119/23 (RD) dated 2 August 2023.

2.6 The draft Declaration is aligned with the Concept Note and aims to generate the political will needed to support the Organization's various objectives for an effective and efficient aviation system. The draft declaration has incorporated various critical aspects that required immediate attention from the APAC States. It included substantial commitments required from the APAC States for effective implementation of ICAO global plans, implementation of aviation safety and air navigation services priority elements, and addition of resilience to health-related disruptions. Furthermore, it has highlighted commitments required for gender equality, resourcing for civil aviation, aviation environment protection, and ratification of international air law treaties. ICAO expects that the proposed draft declaration will not only result in improved compliance with ICAO requirements but will also do high-level engagement to facilitate deciding the strategies and priorities for the Asia Pacific region, emphasizing the need for safety and promoting a culture of innovation.

2.7 The Second Asia Pacific Ministerial Conference on Civil Aviation to be held in Delhi, India, has been postponed to 2024 due to unforeseen circumstances as informed by the Ministry of Civil Aviation, India. Further updates about new dates and other relevant information will be shared by ICAO APAC Office in coordination with the host State in due course.

3. ACTION BY THE MEETING

3.1 The Meeting is invited to:

- a) note the information provided in the paper; and
- b) provide comments/feedback for Draft Asia Pacific Ministerial Declaration on Civil Aviation (Delhi).

Draft Working Document

Asia Pacific Ministerial Declaration on Civil Aviation (Delhi)

- 1) We, the Ministers from the Asia and Pacific States responsible for Civil Aviation, met in New Delhi, India, from xx-xx November 2023, on the occasion of the 2nd Asia Pacific Ministerial Conference on Civil Aviation, organized by the International Civil Aviation Organization (ICAO) to reaffirm the obligations as the Contracting States to the Convention on International Civil Aviation (Chicago Convention) signed on 7 December 1944 to ensure the safety, security and continuity of civil aviation;
- 2) Recalling that Ministers met at the 1st Asia Pacific Ministerial Conference on Civil Aviation in Beijing, China, from 31 January to 1 February 2018, and endorsed a landmark declaration (Beijing Declaration) underpinning the importance of air transportation for social and economic development and the shared commitments and vision of Asia Pacific Ministers to build regional momentum to realize the implementation of Aviation Safety priorities and targets and Asia/Pacific Seamless Air Traffic Management (ATM) Plan (now renamed as the Asia/Pacific Seamless Air Navigation Service Plan (ANS)) with the collaboration of States and active participation of industry partners;
- 3) Acknowledging the extraordinary circumstances prevailing since 2020 and which impeded States from effectively implementing the Beijing declaration commitments while noting updated safety and air navigation targets have emerged to better support States and regions;
- 4) Recognizing that the recovery of air transportation is progressing and that passenger and freight demand in the Asia and Pacific region is forecast to regain higher growth rates requiring a concerted effort of States and industries to meet the increasing demand while enabling a safe, efficient and a more resilient aviation sector, and minimizing the adverse effects of international civil aviation on the global climate, which supports the realization of United Nations 2030 Agenda for Sustainable Development;
- 5) Identifying that key priorities exist in the Asia Pacific Region requiring collaboration and that States need to develop capabilities to improve safety and security and building of additional capacity to address emerging regional and global challenges to sustain the regional civil aviation growth forecast;
- 6) Noting that 19 out of the 37 States in the Asia Pacific region which had an ICAO audit under the Universal Safety Oversight Audit Programme – Continuous Monitoring Approach (USOAP – CMA) have an Effective Implementation (EI) of State safety oversight system capability indicators lower than the global average;
- 7) Acknowledging that the ICAO Assembly 41st Session endorsed the GASP 2023 – 2025 edition and the Seventh Edition of the Global Air Navigation Plan (GANP) as the global strategic directions for safety and air navigation respectively, and urged Member States to demonstrate the political will necessary to implement remedial actions to resolve safety concerns and air navigation deficiencies in a timely manner as well as integrate aviation in the national development plans;
- 8) Appreciating that sustainable, safe and secure global aviation development relies on the availability of a qualified and competent aviation workforce to plan, operate, manage, and oversee all complex aviation operations to meet prescribed international standards regarding all ICAO strategic objectives requires Human Resources Development strategies combined with quality assured training, adequate funding for training and investment in training infrastructure;

9) Realizing the benefits of working in partnership with ICAO and aviation stakeholders through interactive platforms for closer coordination to identify opportunities for innovation and the adoption and integration of new technologies, such as Advanced Air Mobility to keep pace with global advancement in information technology, artificial intelligence, etc. and future evolving technologies and sciences;

10) Recognizing that only universal participation in the international air law treaties adopted under the auspices of ICAO would secure and enhance the benefits of unification of the international rules which they embody, with particular priority to be given to the Protocols of Amendment to the Convention on International Civil Aviation which have not yet entered into force;

11) The Second Asia Pacific Ministerial Conference, therefore, agrees to the Asia Pacific Ministerial Declaration on Civil Aviation (Delhi) and the Ministers commit to the following:

1.0 Reaffirming Asia Pacific Ministerial Declaration on Civil Aviation (Beijing)

1.1 Support and continue efforts towards the realization of the Beijing Declaration commitments, especially pursuing cooperative progress on commitments relating to aviation safety oversight capability, State Safety Programme (SSP) implementation, aerodrome certification, the timely implementation of the Asia/Pacific Seamless Air Navigation System (ANS) Plan, and supporting the establishment of independent accident investigation authorities.

2.0 Effective Implementation of ICAO Global Plans

2.1 Undertake to support the effective implementation of the ICAO Global Aviation Safety Plan (GASP), Global Air Navigation Plan (GANP) and Global Aviation Security Plan (GASeP) and associated regional plans, which include detailed guidance to assist States in complying with ICAO's Standards and Recommended Practices (SARPs).

3.0 Aviation Safety

3.1 Commit to continuing efforts and cooperation to uphold aviation safety as a key priority, carrying out effective safety oversight and safety management activities, joining forces to share safety information and fostering a strong and positive safety culture.

3.2 Strive to achieve the GASP 2023-25, in particular, prioritize and commit resources to achieve the following goals in the immediate term:

- a) Improve score for the effective implementation (EI) of the critical elements (CEs) of the State's safety oversight system;
- b) Work towards an effective SSP by 2028;
- c) Endeavour not to have any Significant Safety Concerns (SSCs) under the USOAP Continuous Monitoring Approach (CMA) and to resolve any future SSCs within the time frame agreed with ICAO;
- d) Collaborate with States and industry under the Regional Aviation Safety Group (RASG) to organize capability-building events for the Region and implement Safety

Enhancement Initiatives (SEIs) as stipulated in the Regional Aviation Safety Plan (RASP);

- e) Develop and publish a National Aviation Safety Plan (NASP) by 2024; and
- f) Implement air navigation and airport core infrastructure elements by 2025.

4.0 Air Navigation Services

4.1 Commit to stepping up resources in modernization and innovation in Air Navigation Services, in tandem with developments in the airport and airline capacity, to support recovery and meet future demand for air travel and new entrants.

4.2 Commit to implementation of the ICAO SARPs and Procedures for Air Navigation (PANS), and the Asia/Pacific Seamless ANS Plan (including prioritized GANP elements) and its subsidiary plans to enhance ANS capacity and harmonization in the Region focusing on as a matter of priority:

- a. Phase I of the Asia/Pacific Regional Aeronautical Information Management (AIM) and Phases II and III by 2025;
- b. Improved Airspace Safety and Capacity through the implementation of more efficient Air Traffic Control (ATC) separation minima by 2025;
- c. Performance Based Navigation (PBN) in accordance with ICAO Assembly Resolution A37-11 on Global PBN Goals by 2025;
- d. Common Ground/Ground Telecommunication Infrastructure to support ANS applications by 2024;
- e. Expediting the implementation of ICAO provisions related to System Wide Information Management (SWIM);
- f. Enhanced civil/military cooperation;
- g. Enhanced Surveillance capability for improved Safety and Efficiency;
- h. Air Traffic Flow Management (ATFM) and Airport Collaborative Decision Making (A-CDM) implementation by 2025;
- i. Air Traffic Management (ATM) contingency planning, in coordination with neighbouring States/ Administrations; and
- j. Air navigation in national planning frameworks such as National Development Plans (NDPs) supported by National Air Navigation Plan (NANP).

4.3 Share best practices, resources and capability in the provision of Air Navigation Services (ANS), including Aeronautical Search and Rescue (SAR), Meteorological Services for International Air Navigation (MET) and Air Traffic Flow Management (ATFM) through regional cooperation and enhanced coordination.

4.4 Work towards Seamless ATM, including Flight and Flow Information for a Collaborative Environment (FF-ICE) and Trajectory-Based Operations (TBO) to support future traffic growth and sustainability for the long term.

5.0 Resilience to Health-related Disruptions

5.1 Consistent with the recommendations on facilitation endorsed at the 41st ICAO Assembly in October 2022, strive to ensure coordination between civil aviation and various stakeholders, including the health authorities, to allow seamless implementation of relevant health-related ICAO SARPs Annex 9 — Facilitation provisions, taking into account a multi-layered risk-based approach to establish national health measures.

6.0 Gender Equality

6.1 Demonstrate State commitment to promote as well as encourage the aviation industry to take the necessary measures to strengthen gender equality by supporting policies, as well as the establishment and improvement of programmes and projects, to further women's careers within the aviation sector.

7.0 Resourcing for Civil Aviation

7.1 Commit to providing Civil Aviation Authorities/Administrations with the necessary autonomy and powers, sustainable sources of funding and resources to carry out effective safety oversight and regulation of the aviation industry or alternatively, as may be appropriate, consider establishing and delegating responsibilities to an RSOO (Regional Safety Oversight Organization) that can effectively support regulatory oversight for aviation safety.

7.2 Urge APAC States, other ICAO Member States, international assistance partners, donor communities, as well as financial institutions to enhance cooperation and provide technical expertise, resources and funding support for technical assistance, capacity-building initiatives and the implementation of the above commitments/actions in the APAC Region.

8.0 Aviation Environment Protection

8.1 Encourage States to continue their efforts and work together to reduce emissions and other environmental impacts of aviation, having regard to their national circumstances.

9.0 Ratification of International Air Law Treaties

9.1 Encourage APAC States, which so far have not done so, to ratify those Amendments to the *Convention on International Civil Aviation* which are not yet in force, in particular, those amendments to Articles 50 (a) and 56 adopted by the ICAO Assembly in 2016, as soon as possible.

9.2 Encourage APAC States, which so far have not done so, to ratify the other international air law treaties, in particular the Montréal Convention of 1999, the Cape Town Convention and Aircraft Protocol of 2001, the Beijing Convention and the Beijing Protocol of 2010 as well as the Montréal Protocol of 2014.