



ICAO

*International Civil Aviation Organization***Thirty-Fifth Meeting of the Asia/Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG/35)***Bangkok, Thailand, 25 to 27 November 2024***Agenda Item 1A: Progress Update on Beijing and Delhi Declaration Commitments****WHERE DOES APAC STAND WITH THE BEIJING DECLARATION COMMITMENTS?***(Presented by the Secretariat)***SUMMARY**

At the first ICAO's APAC Ministerial Conference on Civil Aviation in Beijing, China, in 2018, the APAC Ministers in charge of civil aviation formalized their shared commitments on high-priority aviation safety and efficiency objectives. This paper shares a snapshot on the current implementation progress of the APAC Member States' commitments outlined in the Beijing Declaration in the field of Air Navigation Services.

Strategic Objectives:

B: *Air Navigation Capacity and Efficiency* — *Increase the capacity and improve the efficiency of the global aviation system*

1. INTRODUCTION

1.1 At the first ICAO's APAC Ministerial Conference on Civil Aviation in Beijing, China, from 31 January to 1 February 2018, the Ministers in charge of civil aviation endorsed the Declaration of Asia/Pacific Ministerial Conference on Civil Aviation (Beijing) also known as the Beijing Declaration, formalizing their shared commitments on high-priority aviation safety and efficiency objectives. They agreed to pursue cooperative progress on goals relating to aviation safety oversight, State Safety Programme (SSP) implementation, aerodrome certification, independence of accident investigation authority, the timely implementation of the Asia/Pacific Seamless ANS Plan, and the sharing of information and best practices for air navigation and search and rescue services.

1.2 This year, the Ministers from the Asia and Pacific States responsible for civil aviation, met in New Delhi, India, from 11 to 12 September 2024, on the occasion of the Second Asia Pacific Ministerial Conference on Civil Aviation and the 80th Anniversary of the Convention on International Civil Aviation (Chicago Convention). They endorsed the Asia and Pacific Ministerial Declaration on Civil Aviation (Delhi), commonly called the Delhi Declaration¹. This new declaration reaffirms the commitments to the Beijing Declaration and defines new commitments on aviation security, facilitation, gender equality, resourcing for civil aviation, aviation environment protection and ratification of international air law treaties.

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[https://www.icao.int/APAC/Meetings/2024%20APACMC/Asia%20Pacific%20Ministerial%20Declaration%20on%20Civil%20Aviation%20\(Delhi%20Declaration\).pdf](https://www.icao.int/APAC/Meetings/2024%20APACMC/Asia%20Pacific%20Ministerial%20Declaration%20on%20Civil%20Aviation%20(Delhi%20Declaration).pdf)

1.3 This paper only shares the current implementation status of the APAC States' commitments to the Beijing Declaration, based on data collected by the ICAO Secretariat up to July 2024 in the area of Air Navigation Services.

2. DISCUSSION

2.1. The current implementation status of the APAC States' commitments to the Beijing declaration for Air Navigation Services is as follows:

a) Aeronautical Information Management (AIM)

Commitment: "Commit to implementation by 2022: Transitioning from AIS to AIM"

Source: Regional AIM Plan Monitoring and Reporting

Current implementation:

The regional performance improvement plan, which forms part of the Asia/Pacific Regional Plan for Collaborative AIM, is divided into three phases:

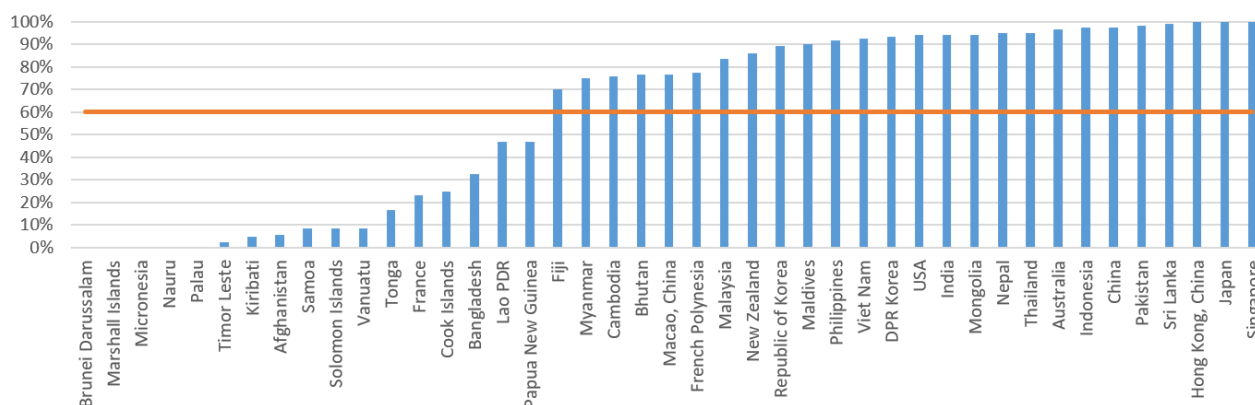
- Phase I: Consolidation of existing SARPS, expected to be implemented immediately,
- Phase II: Going Digital, expected to be implemented by 7 November 2019, and
- Phase III: Including SWIM-dependent AIM elements, expected to be implemented by 27 November 2025, in accordance with the GANP.

While noting the APANPIRG expectation of implementation by November 2019, the Beijing Declaration objective was to complete Phase I and Phase II by not later than the end of 2022, 100% for all the APAC region.

As of July 2024, the status of Phase I and Phase II implementation is 53% (51% in 2023).

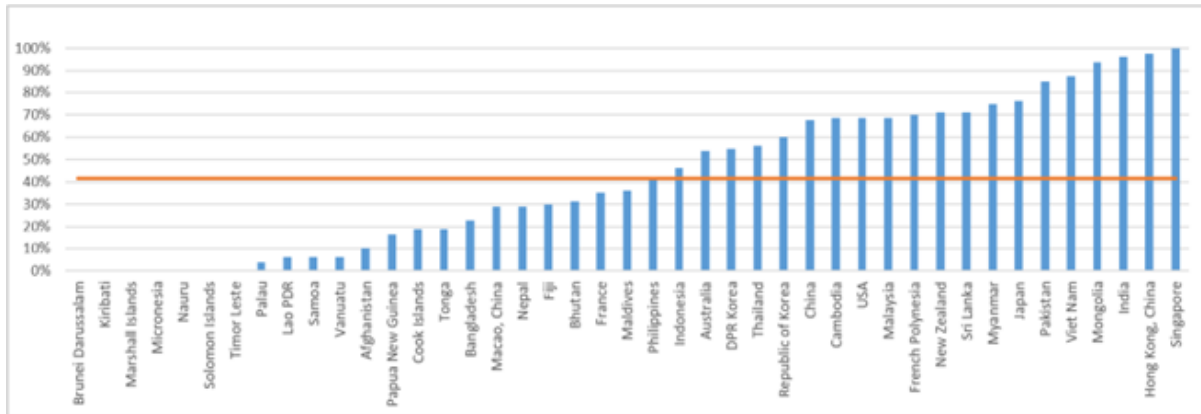
Phase I (Consolidation existing SARPS)

- Immediate implementation
- Current status = 60% (58% in 2023)



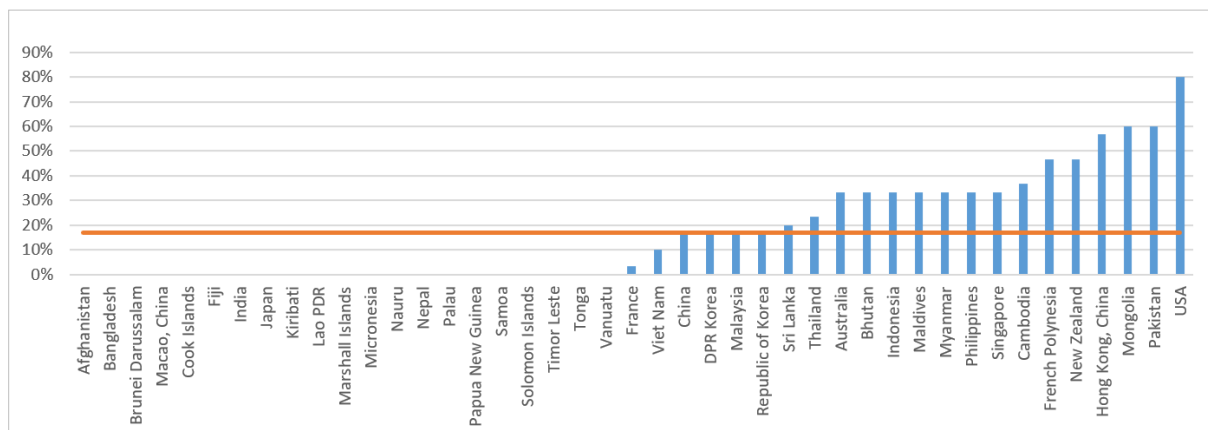
Phase II (Going Digital)

- Target = November 2019
- Current status = 42% (42% in 2023)



Phase III (including SWIM-dependent AIM)

- Target = November 2025
- Current status = 17% (15% in 2023)



Analysis: The current situation reflects generally poor implementation of AIM across the APAC Region. Whereas the overall Phase I and Phase II implementation should be all implemented by the end of 2022, today the current implementation is only 53%. ICAO Regional Office remains very concerned by the widespread lack of State and ANSP organizational understanding of the safety-critical need for robust, quality-managed AIS/AIM implementation.

b) Performance Based Navigation (PBN)

Commitment: “Commit to implementation by 2022: PBN implementation”

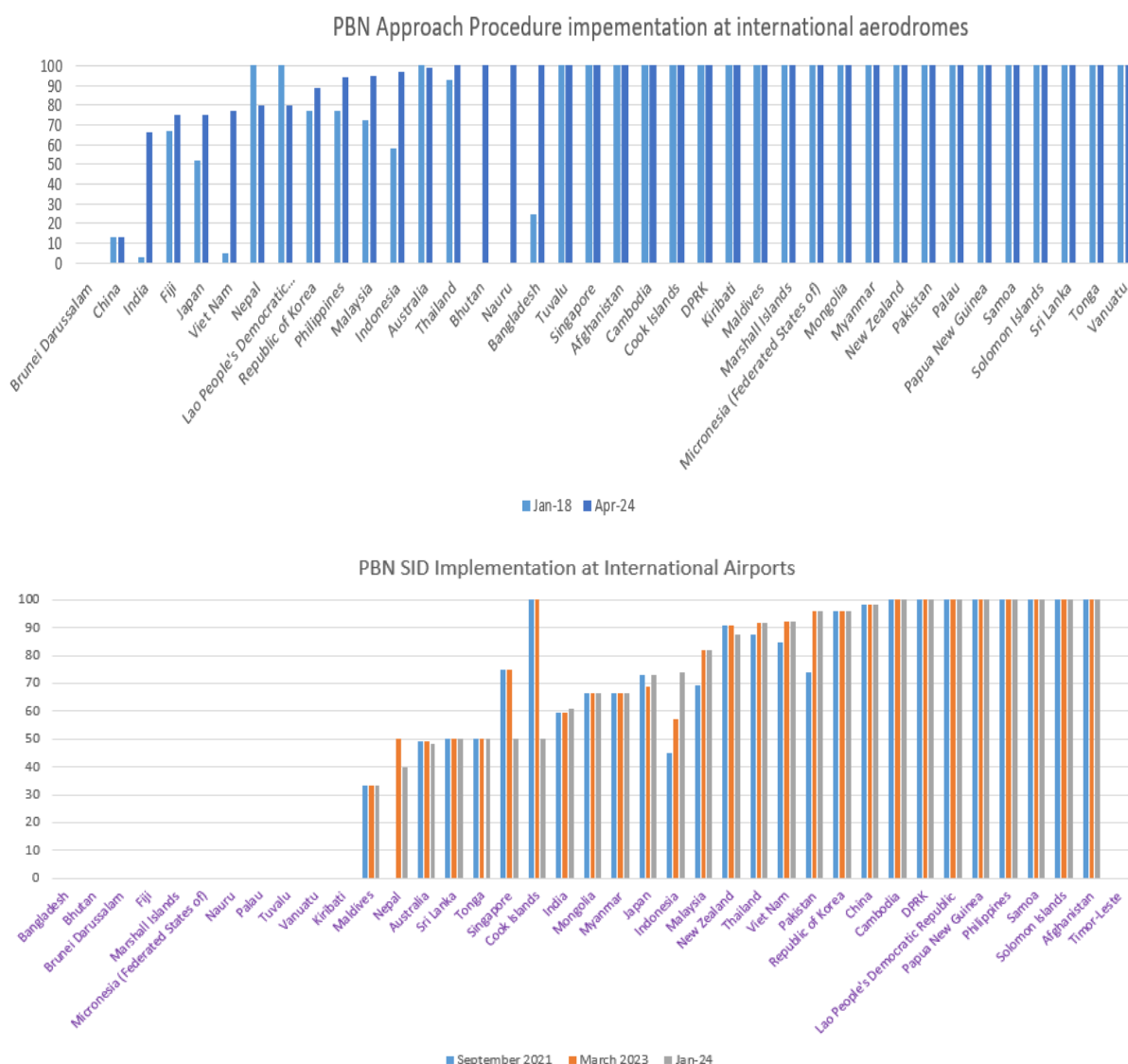
Indicators:

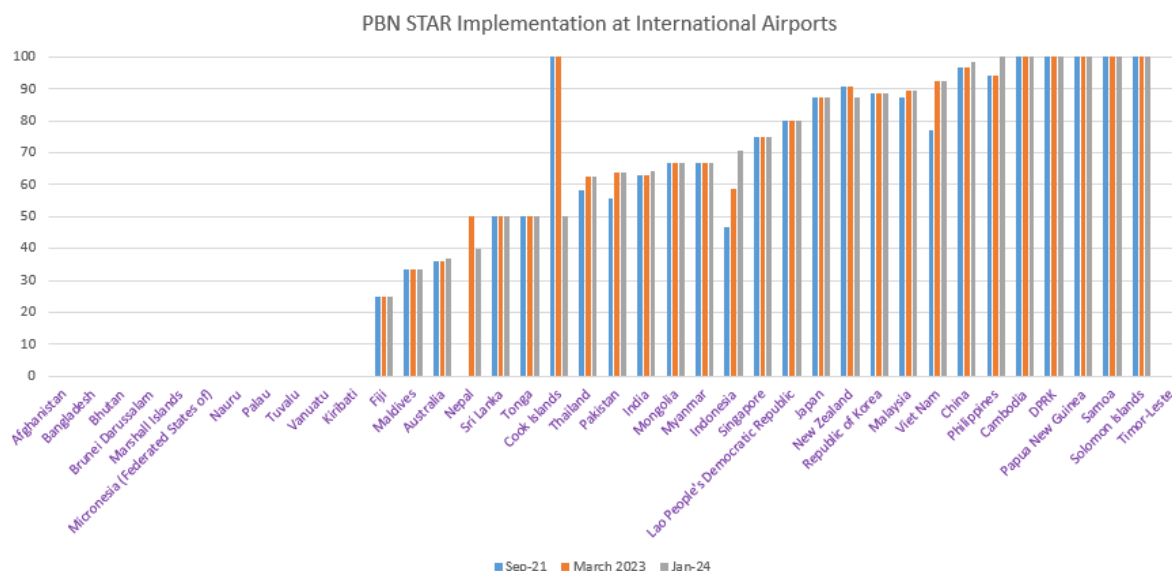
1. Percentage of PBN Approach procedures on international runway ends.
2. Percentage of PBN SIDs/STARs on international runway ends.

Note: The Assembly Resolution A37-11 urges States to implement PBN Approach procedures and PBN SIDs/STARs at all IFR runway ends by 2016. As the Secretariat uses the ICAO official data from iSTARS, the information for international aerodromes are only displayed.

Source: iSTARS (Integrated Safety Trend Analysis and Reporting System)

Current implementation:





Analysis: The low percentage of PBN Approach procedures on international aerodromes in some States can be explained by the fact that the ILS Cat I is the main navigation system for landing and no PBN procedures have been published as a backup yet. In addition, delays in PBN procedure approval, lack of resources and competency of procedure designers may be some reasons to explain some low PBN implementation status.

States should continue their efforts to use PBN for Approach procedure, arrival/departure procedures and ATS routes to harvest the optimum benefits from this technology.

c) Ground telecommunication infrastructure

Commitment: “Commit to implementation by 2022: Common ground/ground telecommunication infrastructure to support ANS applications”

Indicator: Status of connection to Common aeronautical VPN (CRV) and Aeronautical Message Handling System (AMHS) with File Transfer Body Parts (FTBP) function for IWXXM data

Source: CNS contributory bodies Meetings (CRV OG/ACSICG)

Current implementation:

- 24 States/Administrations (compared to 18 last year) have joined CRV and implemented operations: Australia, Bhutan, Cambodia, China, Hong Kong China, Macau China, Fiji, India, Indonesia, Japan, Malaysia, Mongolia, Myanmar, Nepal, New Zealand, Pakistan, Philippines, PNG, Republic of Korea, Sri Lanka, Thailand, Singapore, USA and Vietnam. 8 States (Bangladesh, Brunei, Cook Island, French Polynesia, New Caledonia, Lao PDR, Maldives and Samoa) are in process to join CRV.
- 28 States/Administrations have implemented AMHS.

Analysis: To take full utilization of CRV capabilities, it is essential that all Member States join CRV as soon as practicable.

d) Civil Military cooperation

Commitment: “Commit to implementation by 2022: An enhanced level of civil/military cooperation”

Indicator: Among the ten civil/military elements, Strategic Civil Military coordination and Tactical Civil Military coordination have been put as Priority 1 for the APAC region.

Source: Seamless ATM reporting

Current implementation: Slow progress.

Analysis: The civil military cooperation in the APAC region is not at the level we could expect. A better civil military cooperation will help to have a more efficient ATM system in the region. Airspace is a common asset for civil and military; cooperation is the key to optimize its use in the interest of security of the State and also of the development of civil aviation.

e) Surveillance capability

Commitment: “Commit to implementation by 2022: Enhanced surveillance capability including ADS-B technology”

Indicator: Number of States providing ADS-B based surveillance service either for separation or situation awareness

Source: CNS contributory bodies Meetings (SURICG)

Current implementation: 31 States/Administrations (same as last year) installed ADS-B ground stations and 12 States issued ADS-B mandate. 14 States (same as last year) used ADS-B for separation and others for awareness, gap filling and redundancy.

f) Air Traffic Flow Management (ATFM) / Collaborative Decision Making (CDM)

Commitment: “Commit to implementation by 2022: ATFM/CDM implementation for high density airports”

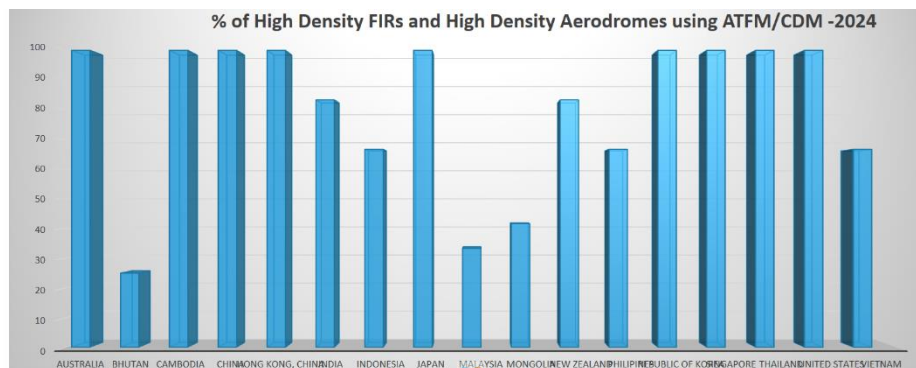
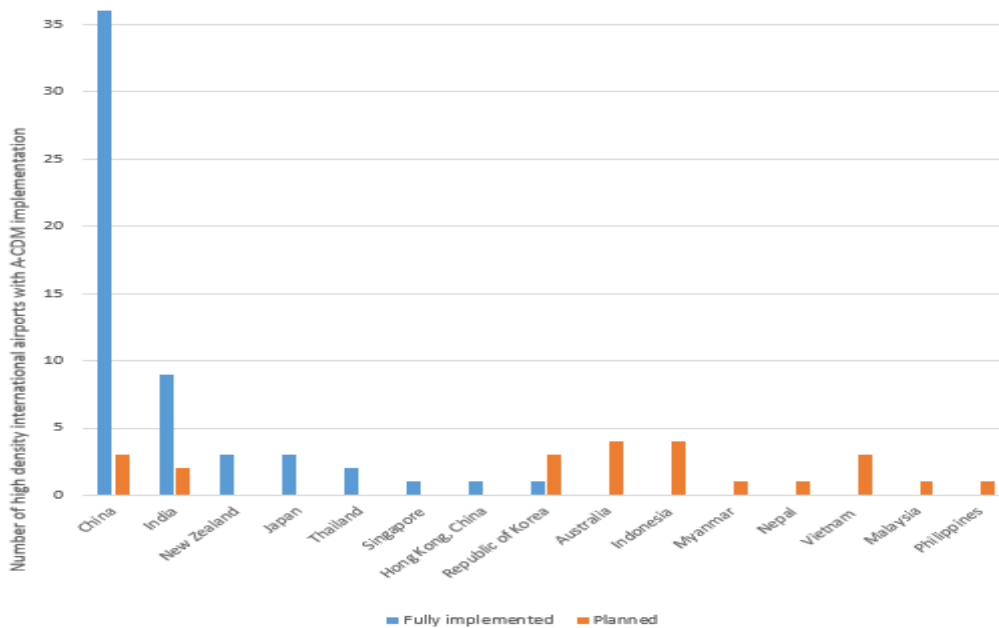
Indicator: Two indicators have been selected:

- Number of international high-density airports with Airport-CDM implemented, and
- High density FIRs and FIRs supporting major traffic flows, and high-density aerodromes with ATFM/CDM implemented

Source: Regional ATFM Plan Monitoring and Reporting,

Note: High-density airport = airport with 100,000 scheduled movements per annum or more (Asia/Pacific Seamless ANS Plan)

Current implementation:



Analysis: Among 73 international high-density airports, 56 of them had implemented A-CDM in August 2024.

ATFM implementation in APAC States is progressing slowly but steadily. Concept of cross-border ATFM has gained acceptance and more States/Administrations are joining or planning to join the sub-regional ATFM initiatives.

g) National Air Navigation Plan

Commitment: “Commit to implementation by 2022: Include air navigation in national planning frameworks such as National Development Plans (NDPs) supported by National Air Navigation Plans.”

Indicator: Number of States reporting National Air Navigation Plan (NANP)

Current implementation: Few States have reported to the Regional Office having developed or commenced development of a National Air Navigation Plan (NANP).

Analysis: A NANP template is available on APAC eDocuments web-page, under the ATM section (Seamless ANS Plan sub-section). States are encouraged to develop their NANP.

3. ACTION BY THE MEETING

3.1 The Meeting is invited to:

- a) note the contents of the paper;
- b) collaborate and work towards achieving targets of the Beijing Declaration; and
- c) share their latest implementation status of Beijing Declaration commitments with the ICAO APAC Office so that the progress can be tracked and the status reported accurately in further Meetings.

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