



ICAO

*International Civil Aviation Organization***Twenty Eighth Meeting of the Communications/  
Navigation and Surveillance Sub-group  
(CNS SG/28) of APANPIRG***Bangkok, Thailand, 1 July – 5 July 2024*

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**Agenda Item 14:** Any other business

**UPDATES ON  
NEXT ASIA PACIFIC MINISTERIAL CONFERENCE**

(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 formalised their shared commitments to high-priority aviation safety and efficiency objectives. This paper shares information about the Second Asia Pacific Ministerial Conference on Civil Aviation (APACMC/2) organisation and its preparation so far.

**1. INTRODUCTION**

1.1 At the first APAC Ministerial Conference on Civil Aviation held in Beijing, China, from 31 January to 1 February 2018, all delegates unanimously agreed upon the 'Declaration of Asia/Pacific Ministerial Conference on Civil Aviation' (Beijing Declaration). The declaration formalised 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 organised 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, which was postponed to 2024.

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

**2. DISCUSSION**

**The Second APAC Ministerial Conference on Civil Aviation (APACMC/2)**

2.2. The APACMC/2 is planned to be hosted by the Government of India in New Delhi, India. The ICAO and the Ministry of Civil Aviation, India, jointly organised 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. Consequently, the Conference was postponed to 2024 due to unforeseen circumstances, as informed by the Ministry of Civil Aviation, India.

2.3. ICAO Asia Pacific (APAC) Office received confirmation from the Ministry of Civil Aviation, Government of India, for hosting the **Second Asia Pacific Ministerial Conference on Civil Aviation** from **11 – 12 September 2024 in New Delhi, India**. To ensure the attendance of all APAC Ministers of Civil Aviation, the ICAO APAC Office issued a State Letter Ref. SN 4 (2023): AP-RD0009/24 dated 27 February 2024 to provide advance intimation as well as to reserve the dates 11 – 12 September 2024 in States/Admirations Hon. Minister's calendar.

2.4. The Two-day Conference is co-hosted by the International Civil Aviation Organization (ICAO) and the Ministry of Civil Aviation (MoCA) of the Government of India. The Hon. Minister of Civil Aviation and Steel of India has invited ICAO APAC Member States/Administrations and relevant international organisations to participate in this Conference by their letter of 30 April 2024. Subsequently, ICAO has also issued follow-up letters co-signed by the President of the Council and the Secretary-General to the event.

**Declaration of Asia/Pacific Ministerial Conference on Civil Aviation (Delhi)**

2.5. 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 that prevailed due to the pandemic.

2.6. To resume drafting the Asia Pacific Ministerial Declaration on Civil Aviation (Delhi) for the APACMC/2, the 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, the ICAO APAC Office developed a Concept Note and the Conference Tentative Program in consultation with the Ministry of Civil Aviation, India.

2.7. The Asia Pacific Ministerial Conference Preparation Working Group (MCP WG), composed of volunteer members from Australia, China, Hong Kong China, India, Indonesia, Singapore and the United States, met thrice in 2023 on 28 April 2023 (Virtual), 25-26 May 2023 (In Person, Bangkok, Thailand), 16 June 2023 (Virtual) and prepared the first draft of Asia Pacific Ministerial Declaration on Civil Aviation (Delhi) in consultation with ICAO. The draft declaration was shared with APAC States/Administration by ICAO APAC State Letter Ref: SN 4 – AP104/23 (RD) dated 23 June 2023 for comments/observations.

2.8. Responding to the letter, 10 States/Administrations, namely China, Indonesia, Japan, Pakistan, the Republic of Korea, Singapore, Sri Lanka, Thailand, USA, and Vietnam, shared their responses. The MCP WG met for the fourth time on 3-4 April 2024 (In Person, Bangkok, Thailand) to review all observations received. After carefully considering all remarks, the draft declaration has been revised further. The MCP WG endeavoured 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.

2.9. The draft Declaration is aligned with the Concept Note and aims to generate the political will needed to support the organisation'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 needed 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 engage in high-level engagement to facilitate the decision of strategies and priorities for the Asia Pacific region, emphasising the need for safety and promoting a culture of innovation.

2.10. Draft Asia Pacific Ministerial Declaration on Civil Aviation (Delhi) (**Appendix A**) prepared by MCP WG has been shared with the APAC Member States by ICAO State Letter Ref.: SN 4 (2024): AP061/24 (RD) dated 3 May 2024 for comments/feedback. The deadline to provide comments/feedback was 30 June 2024. The received responses are being compiled, and a revised draft declaration is being prepared for further deliberations by MCP WG during the next meeting of MCP WG in the third week of July 2024.

### **3. ACTION BY THE MEETING**

3.1 The meeting is invited to:

- a) note the contents of the paper;
- b) share feedback on the Draft Asia Pacific Ministerial Declaration on Civil Aviation (Delhi); and
- c) participate in the Second Asia Pacific Ministerial Conference on Civil Aviation in New Delhi, India, from 11-12 September 2024.

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**Draft Working Document**

**Asia and 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 11-12 September 2024, on the occasion of the 2<sup>nd</sup> Asia Pacific Ministerial Conference on Civil Aviation and the 80<sup>th</sup> anniversary of the Convention on International Civil Aviation (Chicago Convention), organized by the International Civil Aviation Organization (ICAO) to reaffirm the obligations as the Contracting States to the Convention on Chicago Convention signed on 7 December 1944 to ensure the safety, security, efficiency and continuity of civil aviation;
- 2) Recalling that Ministers met at the 1<sup>st</sup> Asia and 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 and 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 (ANS) Plan) with the collaboration of States and active participation of industry partners;
- 3) Acknowledging the extraordinary circumstances during COVID-19 pandemic 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, secure, 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, security and building of additional capacity to address emerging regional and global challenges to sustain the regional civil aviation growth forecast;
- 6) Noting that over half of the States/Administrations in the Asia and Pacific region which have had an ICAO audit under the Universal Safety Oversight Audit Programme – Continuous Monitoring Approach (USOAP – CMA) have an Effective Implementation (EI) of the critical elements (CEs) of a State safety oversight system lower than the global average;
- 7) Noting that over half of the States/Administrations in the Asia and Pacific region which have had an ICAO audit under the Universal Security Audit Programme (USAP) have an EI of the CE of a State aviation security oversight system lower than the global average;
- 8) Acknowledging that the ICAO Assembly 41<sup>st</sup> 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;

9) Appreciating that HR development strategies combined with adequately funded and quality assured training and accompanying investment in training infrastructure is essential for developing and maintaining a qualified and competent workforce to manage all aviation activities and to meet ICAO's strategic objectives;

10) 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 (AAM) to keep pace with global advancement in information technology, artificial intelligence, etc. and future evolving technologies and sciences;

11) 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;

12) The Second Asia Pacific Ministerial Conference, therefore, agrees to the Asia and 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, certification of aerodromes used for international operations, the timely implementation of the Asia/Pacific Seamless Air Navigation Service (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 Continue 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:

- 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;

- 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); and
- e) Develop and publish a National Aviation Safety Plan (NASP).

#### **4.0 Air Navigation Services**

4.1 Commit to 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 implement the ICAO Standards 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, II and III of the Asia/Pacific Regional Aeronautical Information Management (AIM);
- b. Improved Airspace Safety and Capacity through the implementation of more efficient Air Traffic Control (ATC) separation minima;
- c. Performance Based Navigation (PBN) implementation in accordance with ICAO Assembly Resolution A37-11 on Global PBN Goals;
- d. Common Ground/Ground Telecommunication Infrastructure to support ANS applications;
- 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;
- i. Air Traffic Management (ATM) contingency planning, in coordination with neighbouring States/Administrations;
- j. Air navigation in national planning frameworks such as National Development Plans (NDPs) supported by National Air Navigation Plan (NANP); and
- k. Enhancement of safety risk assessment capability.

4.3 Share best practices, resources and capability in the provision of 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 collaboratively through ICAO and regional collaborative platforms towards Seamless ANS, including Flight and Flow Information for a Collaborative Environment (FF-ICE) and Trajectory-Based Operations (TBO) to support future traffic growth and sustainability.

## **5.0 Aviation Security**

5.1 Commit to continuing efforts and cooperation to uphold aviation security as a key priority, carry out effective aviation security oversight, enhance compliance with relevant ICAO aviation security and security-related Standards, joining forces to share security information as appropriate and foster a positive security culture.

5.2 Strive to achieve the aspirational goal of the GASeP as established, in particular, prioritize and commit resources to achieve the following objectives:

- a) Improve score for the effective implementation (EI) of the critical elements (CEs) of the State's security oversight system;
- b) Endeavour not to have any Significant Security Concerns (SSeCs) under the USAP Continuous Monitoring Approach (CMA) and to resolve any future SSeCs within the time frame agreed with ICAO;
- c) Collaborate through regional multilateral Forums such as; the Regional Aviation Security Coordination Forum (RASCF) to assist Members to achieve compliance with the relevant aviation security and security-related Standards.

## **6.0 Facilitation**

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

## **7.0 Gender Equality**

7.1 Demonstrate States/Administrations' commitment to promote and encourage the aviation sector to take the necessary measures to strengthen gender equality by supporting policies, as well as the establishment, development and improvement of strategies and programmes to further women's careers within the aviation sector.

## **8.0 Resourcing for Civil Aviation**

8.1 Commit to providing Civil Aviation Authorities/Administrations with the necessary autonomy and powers, sustainable sources of funding and resources to carry out effective safety and security 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 and security.

8.2 Urge APAC States/Administrations, 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.

#### **9.0 Aviation Environment Protection**

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

#### **10.0 Ratification of International Air Law Treaties**

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

10.2 Encourage APAC States to consider becoming parties to the international air law treaties that they have not yet ratified.

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