



International Civil Aviation Organization
Asia and Pacific Office

Fourteenth Meeting of the Regional Aviation Safety Group – Asia and Pacific Regions (RASG-APAC/14)

(Bangkok, Thailand, 28-29 November 2024)

Agenda Item 2: Updates from ICAO, APRAST and APAC-AIG outputs for RASG-APAC consideration and approval

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 Safety, Certification of international aerodromes and Accident Investigation.

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 11-12 September 2024, on the occasion of the 2nd 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 Declaration. 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.

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 Safety, Certification of international aerodromes and Accident Investigation.

2. DISCUSSION

2.1 The current implementation status of the APAC States' commitments to the Beijing declaration for Safety, Certification of international aerodromes and Accident Investigation is as follows:

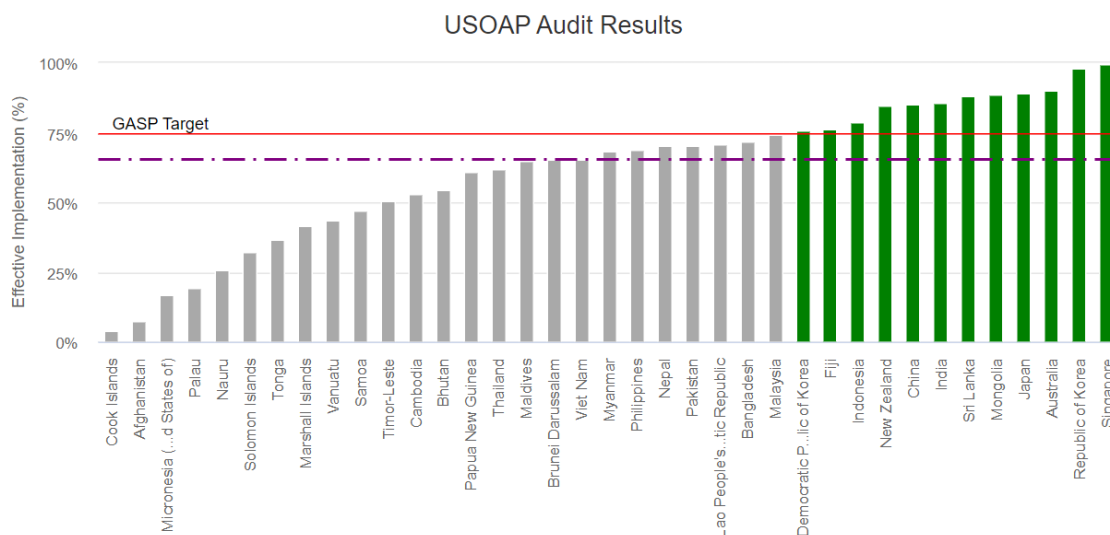
a) USOAP Effective Implementation (EI)

Commitment: "Progressively enhance safety oversight capability to achieve a USOAP EI score higher or equal to the global average by 2022"

Indicator: National Effective Implementation percentage

Source: iSTARS (USOAP Data Tables Implementation Indicators)

Current implementation:



Analysis:

APAC regional average EI Score is 65.48%, which is below the Global average value (69.68%) as well as GASP 23-25 target of 75%. However, Global and APAC regional safety plans have identified Safety Oversight capability of the State's targets to achieve 75% EI score by 2024.

Improvement in the EI Score for APAC average value since the signing of the Beijing Declaration in 2018 is merely 2% from 63% to 65.48%. The last recent USOAP audits have shown the following progress:

| State / EI % | Before | After | USOAP conducted | Trend |
|--------------|--------|-------------|-----------------|-------|
| Afghanistan | - | 34.17 | 2019 | ↑ |
| Australia | 83.41 | 89.93 | 2023 | ↑ |
| Bhutan | 39.16 | 54.3 | 2022 | ↑ |
| Cambodia | 32.31 | 52.76 | 2023 | ↑ |
| China | 85.22 | 89.92 (TBC) | 2024 | ↑ |
| India | 67.55 | 85.65 | 2022 | ↑ |
| Fiji | 63.95 | 78.72 | 2019 | ↑ |
| Malaysia | 74.97 | 75.44 | 2020 | ↑ |
| Myanmar | 66.51 | 68.44 | 2020 | ↑ |

| State / EI % | Before | After | USOAP conducted | Trend |
|------------------|--------|------------------|-----------------|-------|
| Nepal | 44.5 | 70.1 | 2022 | ↑ |
| Papua New Guinea | 44.5 | 60.65 | 2023 | ↑ |
| Philippines | 58.23 | 68.99 | 2022 | ↑ |
| Singapore | 98.41 | 99.69 | 2022 | ↑ |
| Sri Lanka | 88.4 | 88.7 | 2020 | ↑ |
| Thailand | 65.87 | 66.12 | 2021 | ↑ |
| Tonga | 34.23 | 39.32 | 2019 | ↑ |
| Pakistan | 83.31 | 72.31 / On going | 2021 /2024 | ? |
| Viet Nam | 65.59 | | 2024 | ↑ |

States are reminded to continue their efforts to achieve greater EI score. Special attention should be put on the part of the eight audit areas that have not been recently audited so that to prevent a reduction of the EI score at the next audit.

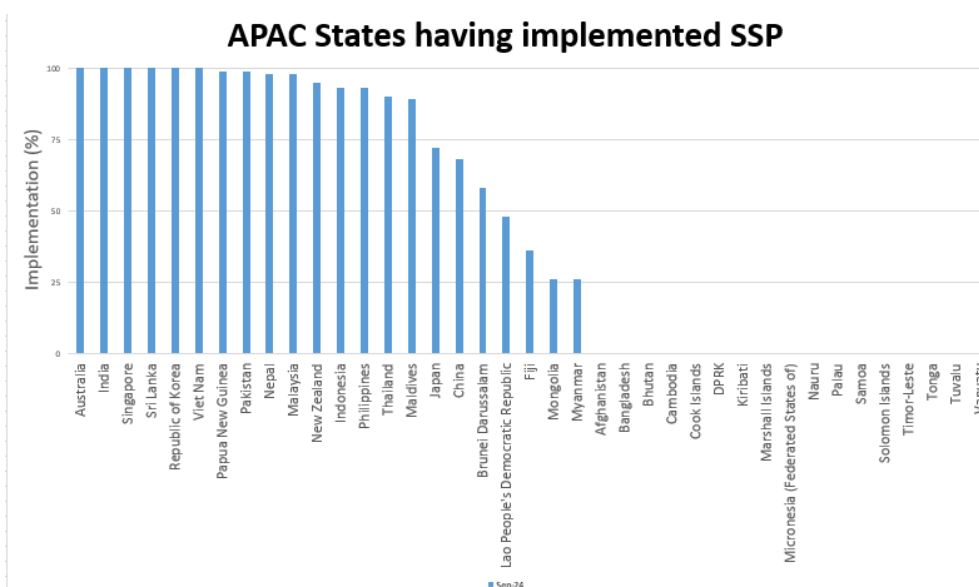
b) State Safety Programme (SSP)

Commitment: “Implement an effective SSP by 2025”

Indicator: National effective SSP implementation

Source: iSTARS (SSP Gap Analysis - SMM 4th Ed.)

Current implementation: APAC States having implemented SSP



Analysis: Six States in APAC have completed their SSP implementation. Sixteen States are progressing on their SSP implementation. SSP Implementation requires very high-level leadership actions at the political level to encourage states taking this ICAO Initiative besides the Ministerial Commitment. All States are invited to take actions so that SSP is implemented by 2025.

c) Significant Safety Concerns (SSCs)

Commitment: “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”

Current implementation: One APAC State has one SSC in Air Navigation.

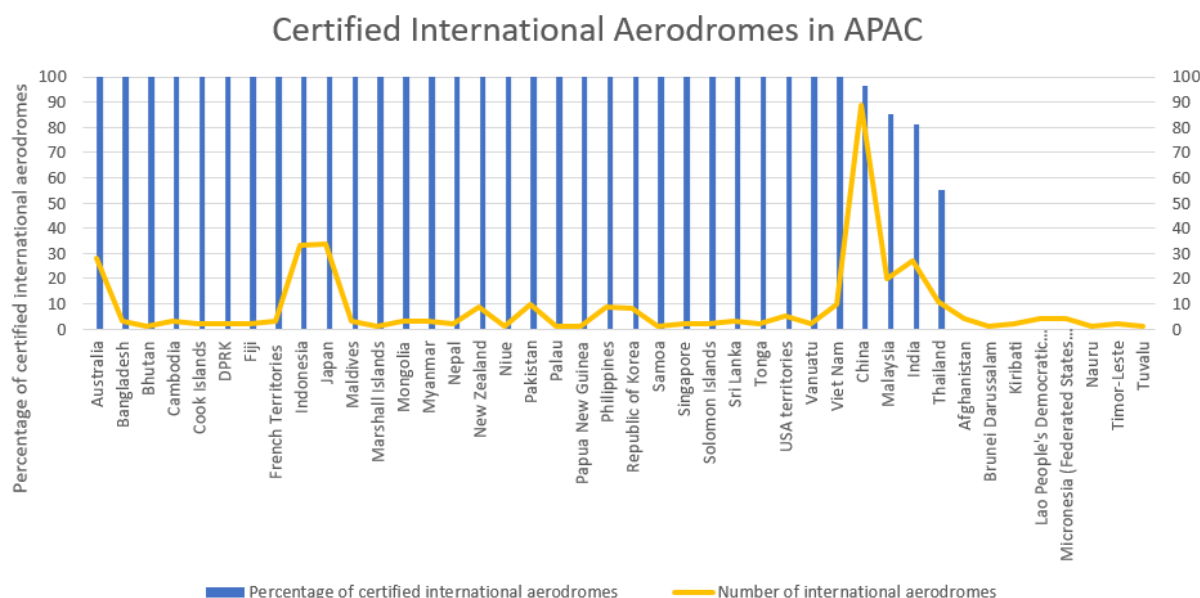
d) Certification of international aerodromes

Commitment: “Certify all aerodromes used for international operations by 2020”

Indicator: Number of international aerodromes and percentage of certified international aerodromes

Source: Aerodromes Operations and Planning Sub-Group (AOP/SG/8)

Current implementation:



Analysis:

Out of 370 aerodromes used for international operations in Asia and Pacific Regions 337 aerodromes have been certified as of 25 June 2024 corresponding to 91% progress.

It has been noted that some States have been facing challenges in certifying aerodromes owned and operated by the Military Authority of the State due to lack of CIVIL/MIL cooperation in aerodrome safety oversight; however, those aerodromes have been used for international operations (examples of States are India, Malaysia).

Among all the 370 international aerodromes, only 286 aerodromes are listed in the APAC Air Navigation Plan (ANP) corresponding to 77.3 %. States are encouraged to submit Proposal for Amendment (PfA) to amend APAC ANP for this purpose.

e) Accident Investigation

Commitment: “Commit to establish an accident investigation authority that is independent from State aviation authorities and other entities that could interfere with the conduct or objectivity of an investigation or where appropriate develop a bilateral, sub-regional or regional partnership to support the establishment of accident investigation capabilities to serve the region or sub-region.”

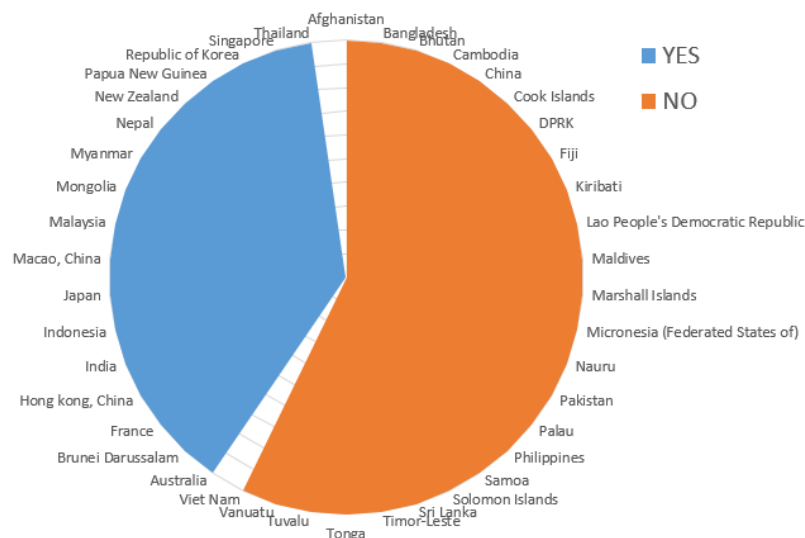
The inclusion of the following target date has been added into the Asia Pacific Regional Aviation Safety Plan (AP-RASP) 2020-2022: “States should establish an independent aircraft accident and incident investigation authority (AAIIA) as required by Annex 13, as well as related investigation system and procedures by 2022”

Indicator: Independent aircraft accident and incident investigation authority (AAIIA)

Source: RASG-APAC monitoring mechanism and 12th Meeting of the Asia Pacific Accident Investigation Group (APAC AIG/12)

Current implementation:

Independent aircraft accident and incident investigation authority (AAIIA)



Analysis:

As of August 2024, 40% of APAC States/Administrations have established an independent aircraft accident and incident investigation authority (AAIIA). APAC States/Administrations are reminded to provide, through the RASG-APAC monitoring mechanism, update on their plan and progress pertaining to the establishment of an independent aircraft accident and incident investigation authority (AAIIA) to meet the 2022 target.

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's 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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