



ICAO

*International Civil Aviation Organization*

**Thirty-Sixth Meeting of the Asia/Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG/36)**

*Bangkok, Thailand, 24 to 26 November 2025*

**Agenda Item 1A: Progress Update on Beijing and Delhi Declaration Commitments**

**WHERE DOES APAC STAND WITH THE DELHI DECLARATION COMMITMENTS?**

(Presented by Secretariat)

**SUMMARY**

The Second Asia Pacific Ministerial Conference on Civil Aviation was held from 11 – 12 September 2024 in New Delhi, India. In the Conference, the APAC Ministers reviewed commitments made under the Beijing Declaration and agreed to another set of commitments to high-priority aviation strategic objectives in the form of the Asia Pacific Ministerial Declaration on Civil Aviation (Delhi).

This paper shares information on the current status of APAC States' commitments related to Air Navigation.

*Strategic Objectives:*

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

**1. INTRODUCTION**

1.1 The first Asia-Pacific Ministerial Conference on Civil Aviation was held in Beijing, China, from 31 January to 1 February 2018. During the conference, all delegates unanimously agreed upon the *Asia-Pacific Ministerial Declaration on Civil Aviation (Beijing)*, also known as the *Beijing Declaration*. The Declaration formalized the shared commitments to high-priority aviation safety and air navigation services objectives as well as accident investigation and human resource development.

1.2 The Second Asia-Pacific Ministerial Conference on Civil Aviation was held on 11 – 12 September 2024 in New Delhi, India. The Asia-Pacific Ministerial Declaration on Civil Aviation (Delhi), also known as the Delhi Declaration, reaffirms the commitments of the Beijing Declaration and also adds new commitments on: Aviation Safety, Air Navigation Services, Aviation Security & Facilitation, Gender Equality, Resourcing for Civil Aviation, Aviation Environment Protection and Ratification of International Air Law Treaties. The detailed content of the Delhi Declaration is available in **Appendix A**.

1.3 This paper presents a review of the current status of the APAC States' commitments on Air Navigation. Each commitment of the Delhi Declaration with the associated target will first be recalled. Then, the way to measure the implementation progress will be defined and results will be provided. A short analysis will then follow to invite the States to focus their efforts.

1.4 All the data used in this paper are the ones collected by the Secretariat as of June 2025.

## **2. DISCUSSION**

2.1. Please see in **Appendix B** the attached PowerPoint presentation for the details of the implementation status of the Delhi Declaration commitments.

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

3.1. The Meeting is invited to:

- a) note the progress achieved; and
- b) collaborate and work towards achieving the commitments of the Delhi Declaration.

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## Appendix A

### 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 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 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/Administrations and active participation of the aviation industry;
- 3) Acknowledging the extraordinary circumstances during COVID-19 pandemic which impeded States/Administrations from effectively implementing the Beijing Declaration commitments while noting updated safety and air navigation targets have emerged to better support States/Administrations in the Asia and Pacific Region;
- 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/Administrations and the aviation industry 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 and Pacific Region requiring collaboration and that States/Administrations 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 Global Aviation Safety Plan (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 and 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/Administrations 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 current GASP, in particular, prioritize and commit resources to achieve the following goals:

- a) Improve scores for the effective implementation (EI) of the critical elements (CEs) of the States/Administrations 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/Administrations and the aviation industry through 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 Services (PANS), and the Asia/Pacific Seamless ANS Plan (including prioritized GANP elements) and its subsidiary plans to enhance ANS capacity and harmonization in the Asia and Pacific 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 Plans (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 States/Administrations 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 States/Administrations to achieve compliance with the relevant aviation security and security-related Standards.

## 6.0 Facilitation

6.1 Consistent with the facilitation-related Decisions of the ICAO 41<sup>st</sup> Assembly Session in October 2022 and the outcomes of ICAO's High-Level Conference on COVID-19 in 2021, strive to ensure coordination between civil aviation and various stakeholders, including the health authorities, to allow seamless implementation of ICAO Annex 9 — *Facilitation* and the ICAO's Facilitation Programme, including relevant health related provisions and the five key elements of the ICAO Traveller Identification Programme Strategy, and taking into account a multi-layered risk-based approach to establish national health and other facilitation 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 in the Region 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 Asia and Pacific States /Administrations, other ICAO Member States, international assistance and donor partners, 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 Asia and Pacific Region.

## 9.0 Aviation Environment Protection

9.1 Encourage Asia and Pacific States/Administrations to continue their efforts and work together to reduce emissions and other environmental impacts of aviation.

## 10.0 Ratification of International Air Law Treaties

10.1 Encourage Asia and Pacific 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 39<sup>th</sup> Session in 2016, as soon as possible.

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

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SAFE SKIES.  
**SUSTAINABLE  
FUTURE.**



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# Agenda Item 1A: Progress Update on Beijing and Delhi Declaration Commitments

Raphael Guillet

*Chief of ICAO Asia and Pacific Regional Sub-Office (APAC RSO)*  
*APANPIRG/36*





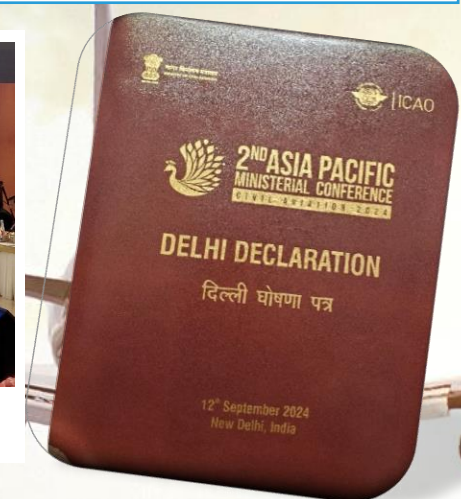
# First Asia/Pacific Ministerial Conference on Civil Aviation

- ✈ Held in **Beijing, China**  
from 31 January to 1 February 2018
- ✈ Organized by ICAO and hosted by  
the Civil Aviation Administration of China



# Second Asia/Pacific Ministerial Conference on Civil Aviation

- ✈ Held in **New Delhi, India**  
from 11 to 12 September 2024
- ✈ Organized by ICAO and hosted by the  
Ministry of Civil Aviation, India



# Intended Benefits of the Declarations

- ✈ High-level Regional Commitments
- ✈ Benchmark for States to assess progress
- ✈ Strong support to the Civil Aviation Authorities
- ✈ Demonstrate High level commitment to public, industry and investors

# 4.0 Air Navigation Services

## 4.2 a) Aeronautical Information Management (AIM) (1/3)



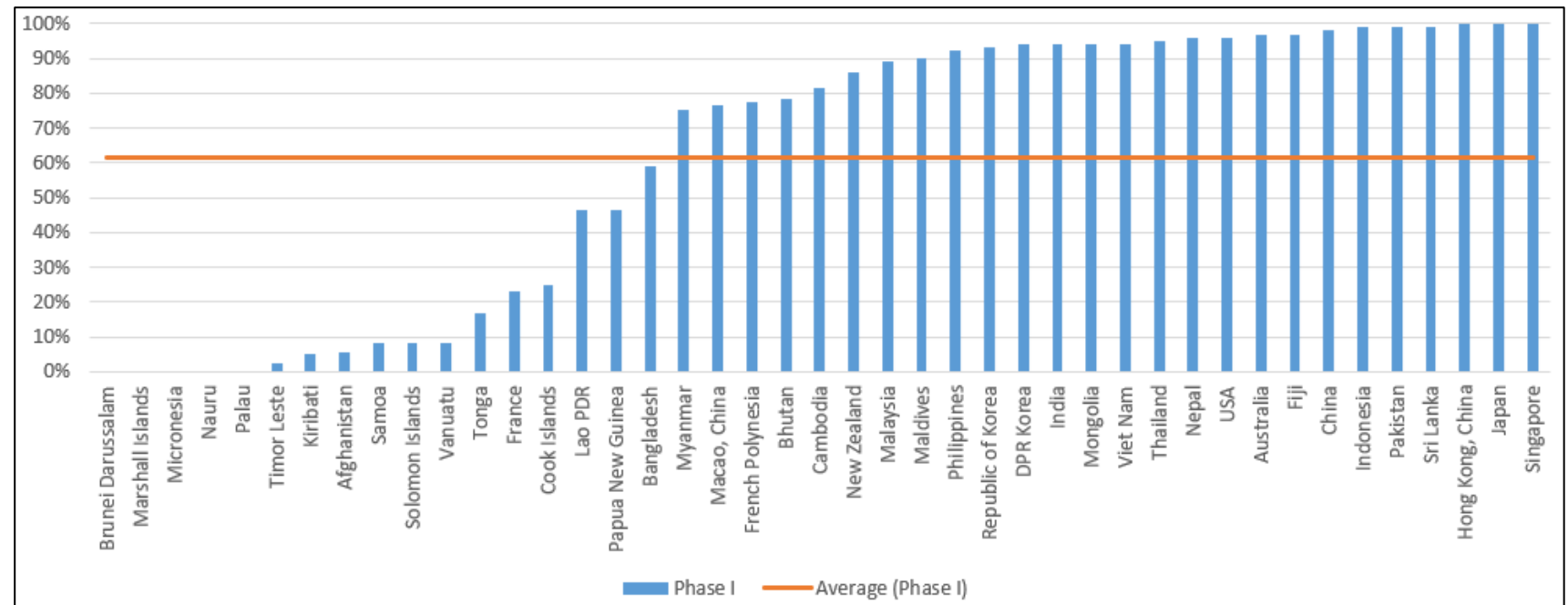
Transitioning from  
AIS to AIM



Regional AIM Plan  
Monitoring and Reporting

### ✈ Phase I (Consolidation existing SARPS)

- immediate implementation
- current status = 62% (54% in 2021)



## 4.2 a) Aeronautical Information Management (AIM) (2/3)

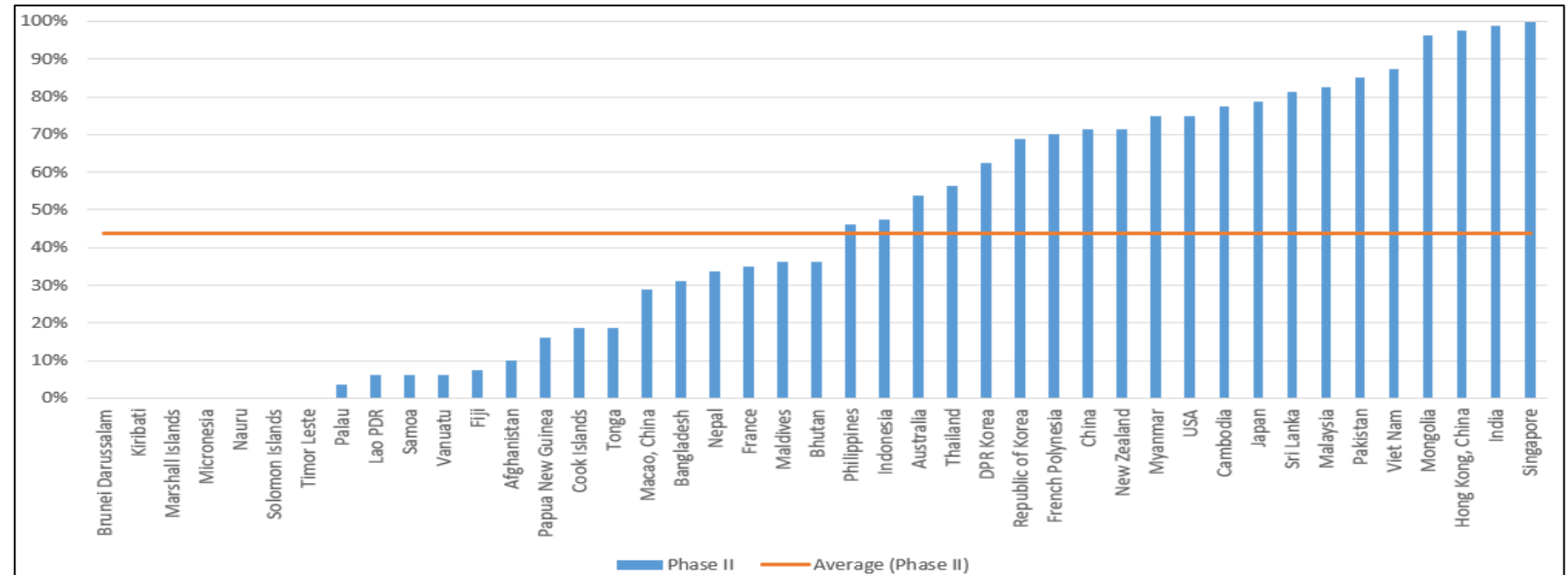


Transitioning from  
AIS to AIM



Regional AIM Plan  
Monitoring and Reporting

- ✈ Phase II (Going Digital)
  - target November 2019
  - current status = 44% (38% in 2021)
- ✈ Overall Phase I & Phase II = 54% (48% in 2021)



# 4.2 a) Aeronautical Information Management (AIM) (3/3)

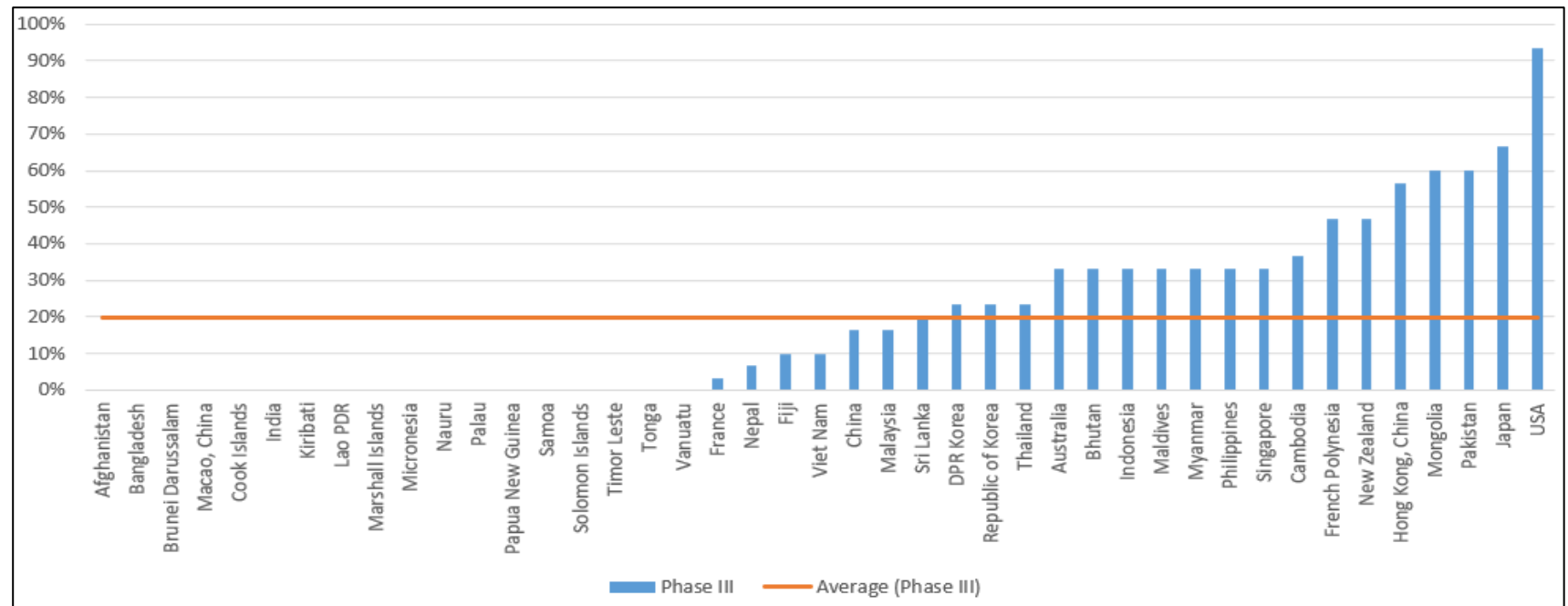


Transitioning from  
AIS to AIM



Regional AIM Plan  
Monitoring and Reporting

- ✈ Phase III (including SWIM-dependent AIM)
  - Target November 2025
  - Current Status = 20% (12% in 2021)



## 4.2 a) Aeronautical Information Management (AIM)

Poor implementation of AIM across the APAC Region.

ICAO APAC Regional Office remains very concerned by the widespread lack of State and ANSP organizational understanding of the safety-critical need for robust and quality-managed AIS/AIM implementation.

## 4.2 b) Efficient Air Traffic Control (ATC) Separation Minima

- Currently, ATC spacing between aircraft at the same level within FIRs is assessed based on the following criteria:
  - Category R - Acceptable standard:  $\leq 50$  NM
  - Category S - Acceptable standard: 5 NM
  - Category T - Acceptable standard: 5 NM
- ATC separations at Inbound FIR transfer of control (TOC) points is assessed based on the following criteria:
  - Category R/S  $\rightarrow$  R TOC - Acceptable standard:  $\leq 50$  NM
  - Category R  $\rightarrow$  S TOC - Acceptable standard:  $\leq 50$  NM
  - Category S  $\rightarrow$  S TOC - Acceptable standard:  $\leq 10$  NM

## 4.2 b) Efficient Air Traffic Control (ATC) Separation Minima

- During the ATM/SG/13 (August 2025), ICAO Secretariat presented a proposal for regional adoption of Project 30/10 in the APAC region, aimed to improve ATM by using more efficient longitudinal separation minimum between aircraft, in accordance with ***AN-Conf/14 Recommendation 3.1/1: Project 30/10 – Optimized implementation of longitudinal separation minima.***
  - **Oceanic and remote airspace** (Category R) - Acceptable standard: **≤ 55.5 km (30 NM)**
  - **Elsewhere** (Category S) - Acceptable standard: **19 km (10 NM)**
- Acknowledging that further progress was needed to fully realize the objectives of Project 30/10 in the APAC region, ATM/SG agreed to ***Draft Decision ATM/SG/13-13: Establishment of APAC Project 30/10 Task Force*** (further details will be presented in a separate WP).



## 4.2 c) Performance Based Navigation (PBN)

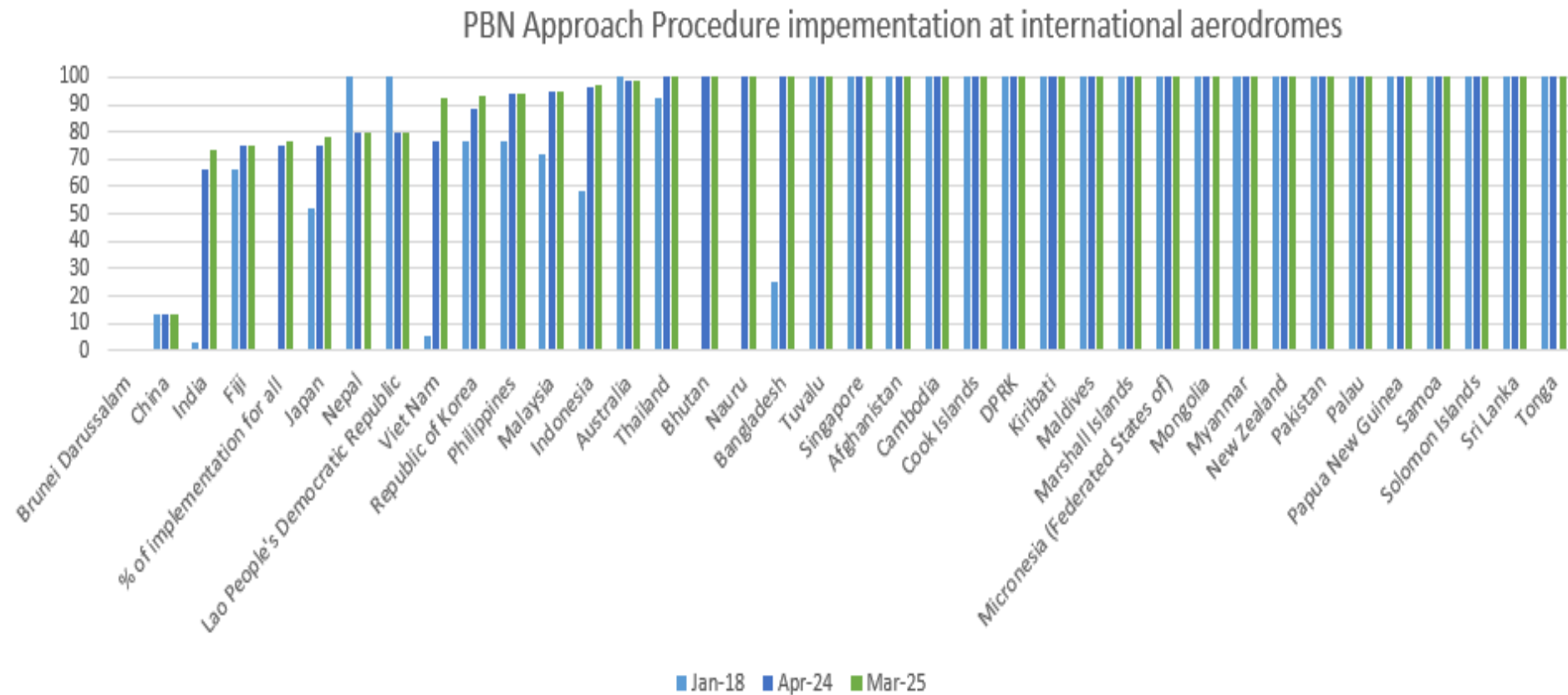
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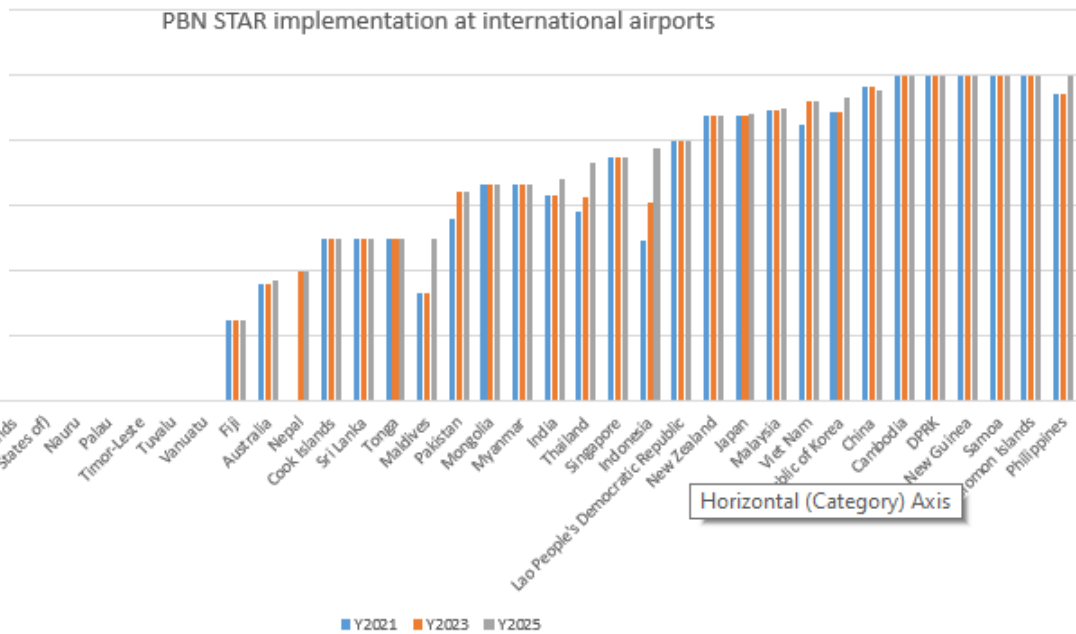
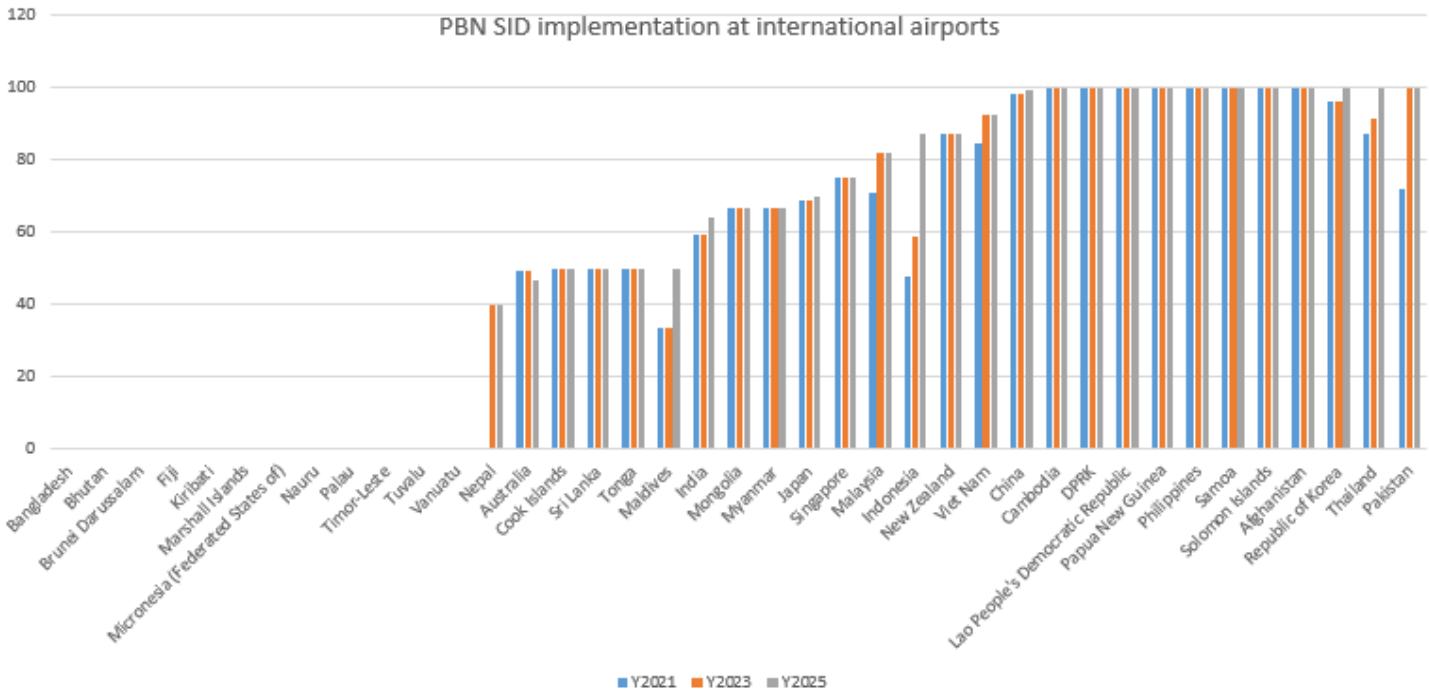
PBN implementation  
by 2022



% PBN and %SID/STAR at  
intl runway ends  
iSTARS and Jeppesen



# 4.2 c) Performance Based Navigation (PBN)



## 4.2 c) Performance Based Navigation (PBN)

The APAC region is progressing well in implementing GBAS and SBAS systems which provide geometric guidance on final approach, independent of pressure and temperature.

Australia and Japan have published  
GLS procedures based on GBAS

India, Japan and ROK have published  
LPV procedures based on SBAS

## 4.2 d) Ground telecommunication infrastructure

14



Common ground/ground telecommunication infrastructure to support ANS applications



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CNS Meetings- CRV OG/13

- ✈ **26** States/Administrations (compared to 20 last year) have joined CRV and implemented operations: Australia, Bhutan, Cambodia, China, Hong Kong China, Macau China, Fiji, French Polynesia, India, Indonesia, Japan, Malaysia, Maldives, Mongolia, Myanmar, Nepal, New Zealand, Pakistan, Philippines, PNG, Republic of Korea, Sri Lanka, Thailand, Singapore, USA and Vietnam.
- ✈ **10** States (Bangladesh, Brunei, Cook Islands, Lao PDR, New Caledonia, Oman, Niue, Samoa and Tonga) are in the process of joining CRV.

## 4.2 d) Ground telecommunication infrastructure

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Common ground/ground telecommunication infrastructure to support ANS applications



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ACSICG/12 Meeting

- ✈ **33** States/Administrations (Australia, Bangladesh, Bhutan, Brunei, Cambodia, China, Hong Kong China, Macau China, DPRK, Fiji, French Polynesia, India, Indonesia, Japan, Kiribati, Lao PDR, Malaysia, Maldives, Mongolia, Myanmar, Nepal, New Caledonia, New Zealand, Pakistan, Philippines, PNG, Republic of Korea, Singapore, Sri Lanka, Thailand, Tonga, USA, Vanuatu, and Vietnam) have implemented AMHS.

## 4.2 e) SWIM Implementation



Expediting the  
implementation of ICAO  
provisions related to System  
Wide Information  
Management (SWIM)



SWIM TF/10 Meeting

- ✈️ Indicators to measure SWIM implementation in the APAC region are under development, and the latest status of APAC States/Administrations' readiness for SWIM implementation will be shared with the DGCA/61 Conference.

## 4.2 f) Civil Military Cooperation



An enhanced level of  
civil/military cooperation



Seamless ATM reporting  
(Nov. 2020)

- Data not up to date.
- Civil-Military Cooperation in Air Traffic Management (CMAC) and Flexible Use of Airspace (FUA) Implementation Survey was circulated on 4 September 2025.
- APAC States are expected to complete the survey before 31 October 2025, through email to [APAC-RSO@icao.int](mailto:APAC-RSO@icao.int) with a copy to [yingzhang@icao.int](mailto:yingzhang@icao.int).
- CMAC workshop on 19-23 Jan 2026 in APAC office [APAC Meetings | International Civil Aviation Organization](#)

Given that lack of civil/military cooperation is a significant factor in the Asia/Pacific's relatively poor ATM efficiency compared to more developed areas of the world, the regional progress is well behind expectation for these elements.

## 4.2 g) Surveillance capability



Enhanced Surveillance  
capability for improved  
Safety and Efficiency



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SURICG/10 Meeting

**31** States/Administrations (Afghanistan, Australia, Bangladesh, Brunei, Bhutan, Cambodia, China, Hong Kong China, DPRK, Fiji, French Polynesia, India, Indonesia, Japan, Lao PDR, Malaysia, Maldives, Mongolia, Myanmar, Nepal, New Caledonia, New Zealand, Pakistan, Philippines, PNG, Republic of Korea, Sri Lanka, Singapore, Thailand, USA and Vietnam) installed ADS-B ground stations.

**11** States (Australia, China, Hong Kong China, Fiji, India, Indonesia, Malaysia, New Zealand, Singapore, Sri Lanka, and USA) issued ADS-B mandates.

**14** (Australia, Brunei, China, Hong Kong China, India, Indonesia, Lao PDR, Malaysia, Myanmar, Philippines, PNG, Singapore, and Vietnam) States are sharing ADS-B data.



## 4.2 h) Air Traffic Flow Management (ATFM) / Collaborative Decision Making (CDM)



ATFM/CDM  
implementation for high  
density airports



Regional ATFM Plan  
Monitoring and Reporting,  
APAC A-CDM Implementation  
Survey and APA-CDM/TF/6  
Meeting

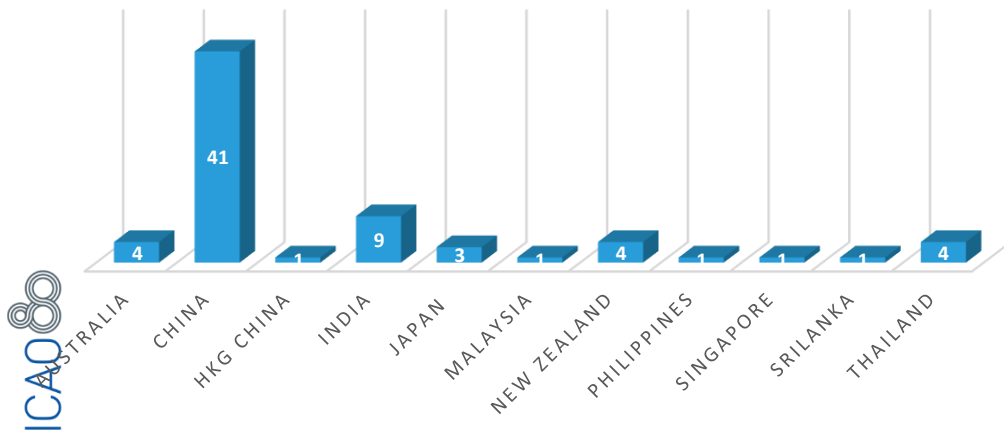
Two indicators have been selected:

- 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
  - High-density airport = airport with 100,000 scheduled movements per annum or more (APAC Seamless ANS Plan)

## 4.2 h) Air Traffic Flow Management (ATFM) / Collaborative Decision Making (CDM)

Status of A-CDM Implementation at  
International High Density Airports in APAC

ACDM IMPLEMENTAION  
AIRPORTS(INCLUDING PLANNED)-1ST APRIL  
2025

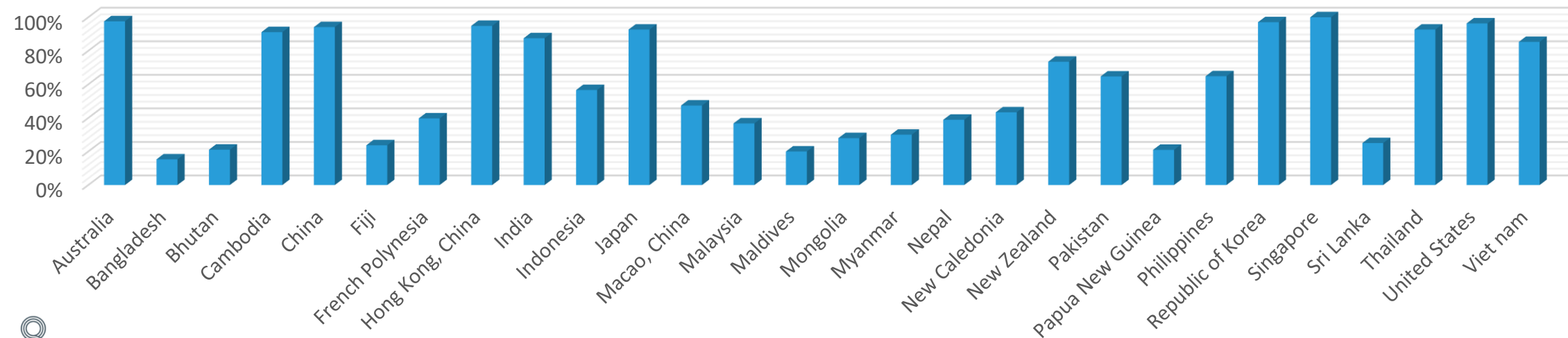


Total number of international  
high-density airports = **73** (pre  
COVID-19)

**69** of them had implemented or  
are planning to implement A-  
CDM (56 last year)

# 4.2 h) Air Traffic Flow Management (ATFM) / Collaborative Decision Making (CDM)

ATFM Implementation Status, 1 April 2025

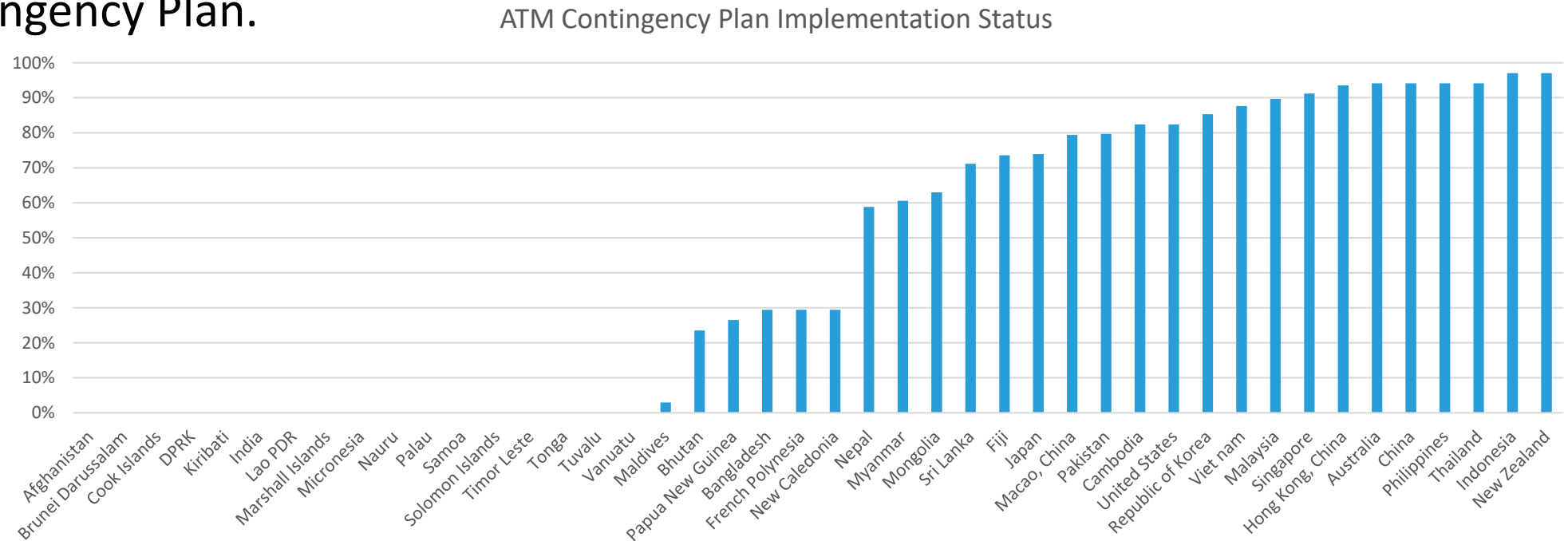


## 4.2 i) ATM Contingency Planning

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### Asia/Pacific Region ATM Contingency Plan

- Current version: [Version 3 \(August 2019\)](#).
- Only nine APAC Administrations reported “Robust” implementation of ATM Contingency Plan.



## 4.2 i) ATM Contingency Planning

### Updating of Asia/Pacific Region ATM Contingency Plan

- **AAC Workstream 3 achievements:**
  - developed a new regional contingency framework
  - presented at the ICAO APAC/MID ATM Contingency Planning Workshop in June 2024.
- **Global development:** ICAO HQ is working on a comprehensive global contingency framework (a workshop is planned for APAC in 2026).
- **Monitoring & Reporting:** The *Regional ATM Contingency Plan Monitoring and Reporting Form* will be updated accordingly.

## 4.2 j) National Air Navigation Plan



Include air navigation in national planning frameworks such as National Development Plans (NDPs) supported by National Air Navigation Plans

Few States have reported to the Regional Office having developed or commenced a National Air Navigation Plan (NANP)

- ❖ A template is now available on APAC eDocuments webpage, under the ATM section (Seamless ANS Plan sub-section).
- ❖ A template and associated guidance material for NANPs are under development by ICAO HQ, and will be made available in the GANP Portal.
- ❖ With the introduction of a global NANP template, the regional template is expected to be withdrawn.



Number of States reporting National Air Navigation Plan (NANP)

## 4.2 k) Enhancement of Safety Risk Assessment Capability

25

- The 2024 edition of USOAP CMA PQs comprises, along with an editorial and references review of the existing PQs, the incorporation of SMS related PQs to the areas of PEL, OPS, AIR, ANS and AGA.
- Indicators for assessing States' safety risk assessment capability in APAC region are being identified from the 2024 edition of USOAP CMA PQs.
- Status of APAC States' capability on safety risk assessment will be shared at future meeting.

# Conclusion

## Implementation of Delhi Declaration commitments

26

- ✈ Progress has been noted and some indicators for new commitments need to be defined.
- ✈ States are invited to collaborate and work towards achieving the commitments of the Delhi Declaration.
- ✈ Commitments may need to be reviewed with new GANP endorsed by the 42 ICAO Assembly.



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# Thank You

