



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 2: Global and Inter Regional Activities

PSIDS REGIONAL ACTIVITIES 2025-26

(Presented by Secretariat)

SUMMARY

The paper provides overview of changes in the personnel of the PSIDS Liaison Office, development of an Implementation Support Roadmap that builds on the ICAO 2019 PSIDS Study, and activities undertaken and planned in the 2025/2026 timeframe.

This paper informs APANPIRG of progress in the work of the PSIDS Liaison Office, the support provided by partner States, and urges partner States to continue to provide voluntary contributions and in-kind support for PSIDS-related activities and adopt the draft Conclusion to enhance visibility of activities being delivered against priorities and recommendations.

Strategic Objectives:

- A: ***Safety*** – Enhance global civil aviation safety
- B: ***Air Navigation Capacity and Efficiency*** — Increase the capacity and improve the efficiency of the global aviation system
- C: ***Security and Facilitation*** — Enhance global civil aviation security and facilitation
- D: ***Economic Development of Air Transport*** — Foster the development of a sound and economically viable civil aviation system
- E: ***Environmental Protection*** — Minimize the adverse environment effects of civil aviation activities.

1. INTRODUCTION

1.1 The ICAO Pacific Small Island Developing States (PSIDS) Liaison Office has been in operation for two years from premises in Nadi, provided under the Host State Agreement between ICAO and the Government of Fiji.

1.2 The main functions of the PSIDS Liaison Officer include:

- a) enhance communications and coordination between:
 - i) ICAO and PSIDS;
 - ii) ICAO and the Pacific Aviation Safety Office¹ (PASO)
 - iii) ICAO, other UN organizations with offices in the PSIDS region, Multilateral Development Banks (MDBs), and other relevant international/regional stakeholders;
- b) liaise with the APAC Regional Office to enhance and facilitate technical assistance;
- c) facilitate continuous monitoring over the regional safety and security oversight support system;
- d) establish cooperation mechanisms with the various stakeholders in the Pacific;
- e) provide substantive support to PSIDS on technical matters; and
- f) analyse aviation programme activities and make recommendations on policy development and its implementation.

1.3 The inaugural PSIDS Liaison Officer retired in July 2025, with a new PSIDS Liaison Officer commencing in the same month.

1.4 This paper outlines the current work priorities of the PSIDS Liaison Office, the support provided by partner States, and requests that States continue to provide voluntary contributions and in-kind support for PSIDS-related activities.

2. DISCUSSION

Partner State Support for PSIDS Liaison Office Operations

2.1 ICAO extends sincere gratitude to the Government of Fiji for ongoing support of hosting the PSIDS Liaison Office and providing facilities for the delivery of ICAO meetings, workshops, and training in Nadi, which provides the most suitable regional connectivity hub for PSIDS to attend.

2.2 The substantial voluntary contributions of funds and in-kind support for ICAO-coordinated, PSIDS-focused activities by the following States are also gratefully acknowledged:

Australia, Japan, Saudi Arabia, United Arab Emirates, United States

2.3 Recalling APANPIRG/35-WP/23 actions, ongoing financial support from partner States is crucial to the success of ICAO's PSIDS Liaison Office initiative and the improvement of aviation outcomes in the Pacific.

¹ The Pacific Aviation Safety Office (PASO) is a regional safety and security oversight organization (RSSOO) established under the Pacific Islands Civil Aviation Safety and Security Treaty (PICASST) to provide aviation safety and security tasks and functions to 10 PSIDS, namely Cook Islands, Kiribati, Nauru, Niue (non-ICAO member), Papua New Guinea, Samoa, Solomon Islands, Tonga, Tuvalu and Vanuatu.

Priorities in the Pacific

2.4 The APAC Regional Office commissioned a project in 2025 to identify measures to strengthen ICAO's work programme for the PSIDS. The Terms of Reference (ToR) focused on developing an Implementation Support Roadmap (ISR) for the PSIDS following the 2019 ICAO PSIDS Aviation Needs Analysis (ICAO PSIDS Study) and prioritise need-based capacity building programme of activities for the Pacific region in consultation with the PSIDS and PSIDS Liaison Office.

2.5 The ISR will provide a situational update on the follow-up actions resulted from the ICAO PSIDS Study recommendations to develop a progressive roadmap for the Pacific region. It is also expected to inform stakeholders and engage timely resource mobilisation through a coordinated pragmatic approach to implement the proposed prioritised activities as necessary.

2.6 The draft of the ISR is under review prior to consultation with the PSIDS, and circulation to partner States and Organizations (expected Q4 2025). While taking into account the priorities stated collectively by PSIDS, the function of the ICAO PSIDS Liaison Office is through ongoing engagement gather and update detailed information on each of the PSIDS, to inform of specific needs and support.

2.7 However, overall, the priorities discussed in APANPIRG/35 WP-23 remain extant. For example, resetting foundational establishment Critical Elements of Primary Legislation (CE-1) and Specific Operating Regulations (CE-2) through modern and ideally regionally harmonised regulatory systems across the Pacific will enable effective delegation to a Regional Safety and Security Organization (RSSOO), able to efficiently operate standardised elements of an oversight system under delegation from PSIDS.

2.8 In addition to regulatory and technical activities to support PSIDS enhance safety and security oversight systems, ICAO APAC has engaged the Fiji government on a letter of intent to enhance civil aviation operational training (e.g. pilot, LAME, ATC) facilities. The objective of the training facility/academy is to develop a regional centre of excellence in the Pacific for operational training of civil aviation personnel, that supports both ICAO's NGAP and opportunities for women under ICAO's Gender Equality Programme.

Work Undertaken and Planned in 2025 and 2026

2.9 The following ICAO-supported, PSIDS-focused activities have been undertaken, or are planned, in 2025:

- a) Combined Action Team (CAT) mission
- b) State Action Plan workshop for Reduction of CO2 Emissions
- c) Aviation Security Risk Management Workshop
- d) Delegation workshop
- e) Dialogue on human capital retention
- f) Second PSIDS-ICAO Coordination meeting

2.10 Noting the currently identified priorities, the following activities are planned or under consideration for 2026, to be held in the Pacific region:

- a) Meteorological Information Exchange (MET IE) WG/24
- b) Aeronautical Communication Services (ACS) Implementation Coordination Group (ACSICG/13)
- c) SAR Project (Phase 2 and Phase 3)
- d) In-kind mentoring for PSIDS on GSI Competency
- e) Aviation Security training or workshop
- f) Third PSIDS- ICAO Coordination meeting

2.11 Common for both safety and security oversight systems, PSIDS require support and assistance for both Establishment and Implementation CEs, which can be delivered via various financial or in-kind mechanisms by partner States/Organizations, either coordinated by ICAO, or directly provided by the partner State(s)/Organization(s) working directly with the PSIDS. However, as identified in the 2019 PSIDS Study, and recognised by ICAO and partner States/Organizations, PSIDS largely have very constrained resources (both financial and technical) to receive and transform assistance into sustained implementation. Assistance from multiple sources should be prioritised to address deficiencies or evolving developments in international civil aviation and must be delivered taking into the PSIDS constraints to avoid overwhelming the States' limited resources to absorb and implement the assistance.

2.12 The 2019 PSIDS Study recorded the following recommendation for ICAO in relation to assistance donors:

***Rec/AD/1/Assistance coordination platform:** ICAO should establish a platform for coordination of assistance to the PSIDS, inviting assistance donors, along with training institutions and MDBs to enhance information sharing, avoid duplication of efforts and, whenever possible, find synergies, to supplement the existing coordination platforms including the Aviation Safety Implementation Assistance Partnership (ASIAP). This assistance coordination platform could be supported by electronic tools.*

2.13 ICAO is currently working on the development of an ICAO SharePoint site that will provide access to nominated representatives of donor States and Organizations for the purpose of coordinating and collaborating on assistance activities targeted for PSIDS. This platform will provide visibility of assistance activities that are being provided by various donors, partners and ICAO and will help to avoid duplication and deconflict assistance efforts, as well as to help identify gaps in assistance. Additionally, the website will provide a mechanism to monitor assistance that supports the priorities and recommendations from the PSIDS Study, and the ISR. The establishment of PSIDS Strategic Aviation Network website is expected to be completed by Q1 2026, and States/Organizations will be invited to engage on the portal via online forms to submit information on their assistance projects and activities. Refer to Attachment A for illustration of the PSIDS Strategic Aviation Network website.

2.14 Accordingly, the Meeting is invited to consider the following Draft Conclusion:

Draft Conclusion APANPIRG/36-X: Coordination of Regulatory and Service Provider Personnel Support for ICAO PSIDS-Focused Activities		
What: That, noting Pacific Small Island Developing States’ (PSIDS’) continue to receive regulatory and technical training, on-the-job training, and appropriately qualified experts to support ICAO-coordinated activities and projects, States and Organizations are urged to provide/update support and activities on a centralized website hosted by ICAO to collate, coordinate and collaborate on assistance being provided to PSIDS by partner States or Organizations.		Expected impact: <input checked="" type="checkbox"/> Political / Global <input checked="" type="checkbox"/> Inter-regional <input checked="" type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Ops/Technical
Why: <ul style="list-style-type: none">• To provide visibility for planning and allocation of assistance delivery by partner States and Organizations in relation to PSIDS Study/Roadmap recommendations; and• Enable effective monitoring of progress against recommendations; and• Avoid duplication, deconflict of assistance and support and identify gaps in assistance for PSIDS.	Follow-up: <input checked="" type="checkbox"/> Required from States	
When:	26-Nov-2025	Status: Draft to be adopted by PIRG
Who: <input type="checkbox"/> Sub groups <input checked="" type="checkbox"/> APAC States <input checked="" type="checkbox"/> ICAO APAC RO <input checked="" type="checkbox"/> ICAO HQ <input type="checkbox"/> Other:		

3. ACTION BY THE MEETING

2.15 The Meeting is invited to:

- a) Encourage partner States and ICAO recognized Organizations to continue to provide financial support for PSIDS-focused activities and PSIDS Liaison Office operations
- b) Adopt the draft conclusion proposed in paragraph 2.14

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Attachment A – Example of ICAO Portal hosted by ISG to coordinate activities for PSIDS.



PSIDS Strategic Aviation Network

Private group

EXAMPLE

Home

Partner Project Form

Partner Projects Repository

Recycle bin

Edit

+ New

Page details

Preview

Analytics

Published 10/28/2025

Share

Edit

Not following

4 members

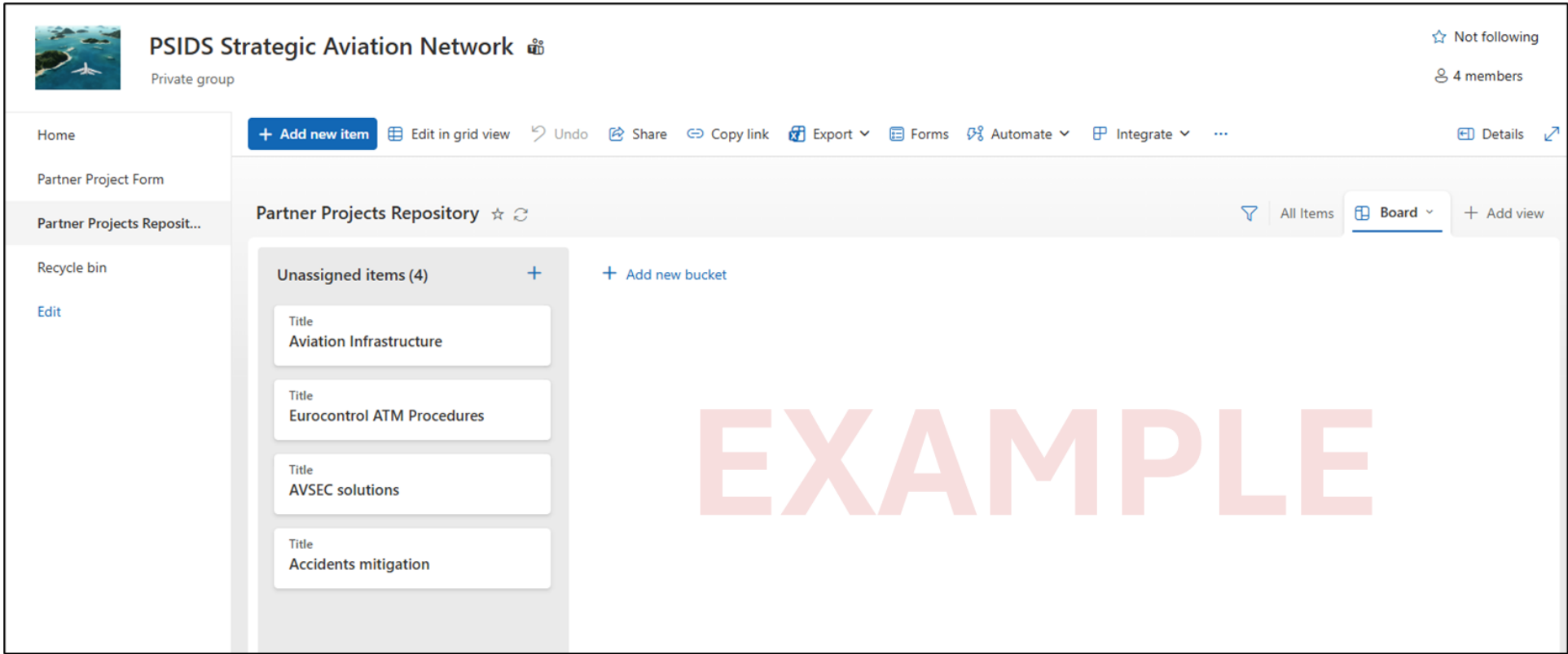
Pacific Small Island Developing States (PSIDS)

The Pacific Small Island Developing States (PSIDS) face a unique set of challenges in developing and maintaining safe, secure, and efficient civil aviation systems. Spread across vast oceanic distances and comprising small populations, these States are particularly vulnerable to external shocks, climate change, and infrastructure limitations. Aviation is not just a mode of transport—it is a lifeline for connectivity, economic development, and disaster response. Recognizing this, ICAO has provided special attention to assess the current state of civil aviation in the region and identify strategic opportunities for strengthening regulatory oversight and regional cooperation.



EXAMPLE

ICAO PSIDS Aviation Needs Study 2019



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