



ICAO

International Civil Aviation Organization

**Twenty-Ninth Meeting of the Communications/
Navigation and Surveillance Sub-group (CNS
SG/29) of APANPIRG**

Bangkok, Thailand, 16-20 June 2025

Agenda Item 10: Regional implementation review and updates

10.2 Delhi Declaration implementation related to CNS

DELHI DECLARATION IMPLEMENTATION STATUS RELATED TO CNS

(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 to high-priority aviation safety and efficiency objectives in the Beijing Declaration. The Second Asia Pacific Ministerial Conference on Civil Aviation was held from 11 – 12 September 2024 in New Delhi, India. At 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)*, also known as the Delhi Declaration. This paper shares key information related to the Second Asia Pacific Ministerial Conference on Civil Aviation (APACMC/2) and provides a snapshot of the current implementation progress of the APAC Member States' commitments outlined in the Beijing Declaration and Delhi Declaration.

1. INTRODUCTION

1.1 The first APAC 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 *Declaration of/Asia-Pacific Ministerial Conference 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. At the Conference, India offered to host the Second Asia Pacific Ministerial Conference on Civil Aviation (APACMC/2) in India in 2020. However, the second Conference was not organized in 2020 due to the COVID-19 pandemic.

1.2 The Second Asia Pacific Ministerial Conference on Civil Aviation was held on **11 – 12 September 2024 in New Delhi, India**. This paper provides key information about APACMC/2 and follow-up work done by the ICAO APAC Office to meet commitments under the Asia Pacific Ministerial Declaration on Civil Aviation (Delhi). The paper will also share the APAC Member States' commitments outlined in the Beijing Declaration in the field of Air Navigation Services, along with the plan to measure the Delhi Declaration commitments.

1.3 The current implementation status of the APAC States' commitments to the Delhi (Beijing) Declaration is based on data collected by the ICAO Secretariat in 2025 meetings in the area of Air Navigation Services.

2. DISCUSSION

Declaration of the Asia-Pacific Ministerial Conference on Civil Aviation (Beijing)- ANS Commitments

2.1. The Ministers' commitment to Air Navigation services defined in the Beijing Declaration is as follows:

2.1.1 Commit to the implementation by 2022 of the Asia/Pacific Seamless Air Traffic Management (ATM) Plan to enhance ATM capacity and harmonization in the Region, including a focus on:

- (a) Transitioning from Aeronautical Information Service (AIS) to Aeronautical Information Management (AIM) System;
- (b) Performance-Based Navigation (PBN) implementation;
- (c) Common ground/ground telecommunication infrastructure to support Air Navigation Services (ANS) applications;
- (d) An enhanced level of civil/military cooperation;
- (e) Enhanced surveillance capability including Automatic Dependent Surveillance-Broadcast (ADS-B) technology;
- (f) Air Traffic Flow Management/Collaborative Decision Making (CDM) implementation for high-density airports; and
- (g) Air navigation in national planning frameworks such as National Development Plans (NDPs) supported by National Air Navigation Plans.

2.1.2 Promote sharing of best practices 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.

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

2.2. The APACMC/2 was hosted by the Government of India in New Delhi, India. The ICAO and the Ministry of Civil Aviation, India, jointly organized the Conference. 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 the States/Admirations Hon. Minister's calendar.

2.3. Consequently, the Hon. Minister of Civil Aviation and Steel of India invited ICAO APAC Member States/Administrations and relevant international organizations to participate in this Conference by their letter of 30 April 2024. Subsequently, ICAO issued follow-up letters co-signed by the President of the Council and the Secretary-General to the event.

2.4. More than 200 delegates from 31 States / Administrations and 8 International Organizations, including 17 Ministers/Deputy Ministers/Vice Ministers and 24 Directors General of Civil Aviation (DGCA), attended the Conference. In the Conference, India hosted several initiatives/events to celebrate the 80th anniversary of ICAO.

2.5. The Conference endorsed the Second Asia and Pacific Ministerial Declaration on Civil Aviation (Delhi), also known as the Delhi Declaration (**Appendix A**).

Declaration of the Asia-Pacific Ministerial Conference on Civil Aviation (Delhi)

2.6. A considerable amount of work was done by the ICAO APAC Office with the support of APAC States/Administrations to conduct this Conference and successfully endorse the Delhi Declaration.

2.7. As a first step, a Working Group (WG) was constituted to develop the draft agenda for the Second Ministerial Conference. 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.

2.8. 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.

2.9. 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 was 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.

2.10. Draft Asia Pacific Ministerial Declaration on Civil Aviation (Delhi) prepared by MCP WG was further shared with the APAC Member States by ICAO State Letter Ref.: SN 4 (2024)-AP061/24 (RD) dated 3 May 2024 for further comments/feedback. The deadline to provide comments/feedback was 30 June 2024. The MCP WG met two more times on 24 July 2024 and 22 August 2024 and finalized the draft of the Delhi Declaration, which was sent to APAC States/Administrations by State Letter Ref.: SN 4 (2024): AP102/24 (RD) 23 August 2024.

2.11. The draft declaration was presented at the “Preparatory Meeting of Directors General to finalize the Delhi Declaration” on the first day of the Conference. The Preparatory Meeting finalized the Declaration, which the Conference adopted.

2.12. The Delhi Declaration generates the political will needed to support the organization’s various objectives for an effective and efficient aviation system. The Declaration 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.

2.13. The Delhi 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, emphasizing the need for safety and promoting a culture of innovation.

2.14. The Declaration was also presented at the 59th DGCA Conference held from 14-18 October in Cebu, Philippines. The Conference formulated the following Action Item:

Action Item 59/41	The Conference encouraged States/Administrations to: 1. continue to prioritize efforts towards the realization of the Beijing Declaration commitments; 2. collaborate to achieve the commitments of the Delhi Declaration; 3. share implementation status of Beijing and Delhi Declaration at APANPIRG, RASG-APAC and RASCF Meetings; and 4. consider the feasibility of hosting the 3rd Asia/Pacific Ministerial Conference.
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Declaration of the Asia-Pacific Ministerial Conference on Civil Aviation (Delhi)- ANS Commitments

2.15. The Ministers' commitment to Air Navigation services defined in the Delhi Declaration is as follows:

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 neighboring 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.

2.16. The List of Indicators to measure each of these implementations is as follows:

SN	Commitments in the Delhi Declaration	Corresponding Commitments in the Beijing Declaration	Indicators
1)	Performance-Based Navigation (PBN) implementation in accordance with ICAO Assembly Resolution A37-11 on Global PBN Goals;	Performance-Based Navigation (PBN) implementation;	Percentage of PBN Approach procedures on international runway ends. Percentage of PBN SIDs/STARs on international runway ends
2)	Common Ground/Ground Telecommunication Infrastructure to support ANS applications	Common ground/ground telecommunication infrastructure to support Air Navigation Services (ANS) applications;	Status of connection to Common Aeronautical VPN (CRV) and Aeronautical Message Handling System (AMHS)
3)	Expediting the implementation of ICAO provisions related to System Wide Information Management (SWIM);	New	Under Preparation
4)	Enhanced Surveillance capability for improved Safety and Efficiency;	Enhanced surveillance capability, including Automatic Dependent Surveillance-	Number of States providing ADS-B based surveillance service either for separation or situation awareness

		Broadcast (ADS-B) technology;	
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2.17. As three out of four commitments in the Delhi Declaration related to CNS are directly related to the Beijing Declaration, currently, the same indicators are being used to measure progress for those commitments. The indicators would continue to be reviewed in the relevant meetings in 2026, and any amendments would be made based on the discussion.

2.18. The Tenth Meeting of the System Wide Information Management Task Force (SWIM TF/10) was held from **20 – 23 May 2025** in the ICAO APAC Regional Office, Bangkok, Thailand. The Meeting was invited to collaborate towards achieving the targets of the Delhi Declaration and to share the latest implementation status of commitments with the ICAO APAC Office for accurate progress tracking. It was added that as the ANS commitments in the Delhi Declaration constitute an element related to SWIM, indicators are required to be developed to measure this commitment for 2025-2026.

2.19. The Meeting discussed various potential indicators to assess the progress of SWIM implementation within the APAC region. Suggestions included measuring the level of involvement of APAC States/Administrations in SWIM-related demonstrations or trials, the existence of national SWIM activities, plans, or policies, as well as enhancements in ANS infrastructure aimed at meeting SWIM requirements. Additionally, the Meeting discussed a simplified categorization approach to classify States' SWIM implementation progress into three levels, i.e., "In Preparation/Planning", "Under Development/Implementation," and "In Operation".

2.20. The Meeting agreed that the proposal required more deliberation, and the task was assigned to the SWIM Co-Chair and the ICAO Secretariat. It was agreed that the ICAO Secretariat would inform the DGCA/60 Conference that 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. **ACTION ITEM 10-31** SWIM TF Co-Chair and ICAO Secretariat will define the first draft of indicators by the end of 2025 and share them with SWIM TF Task Leads for review. A survey will then be conducted in Q1 2026 to finalize the preferred indicators for the APAC region. **ACTION ITEM 10-32**

2.21. The current implementation status of the APAC States' commitments to the Delhi Declaration for CNS is as follows:

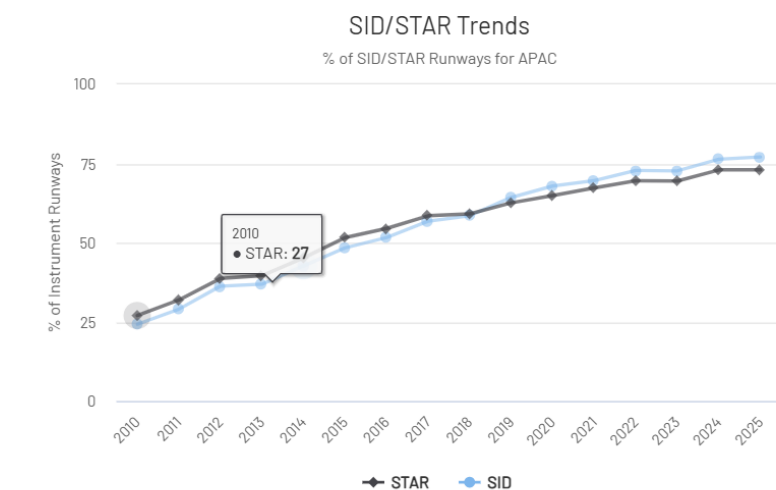
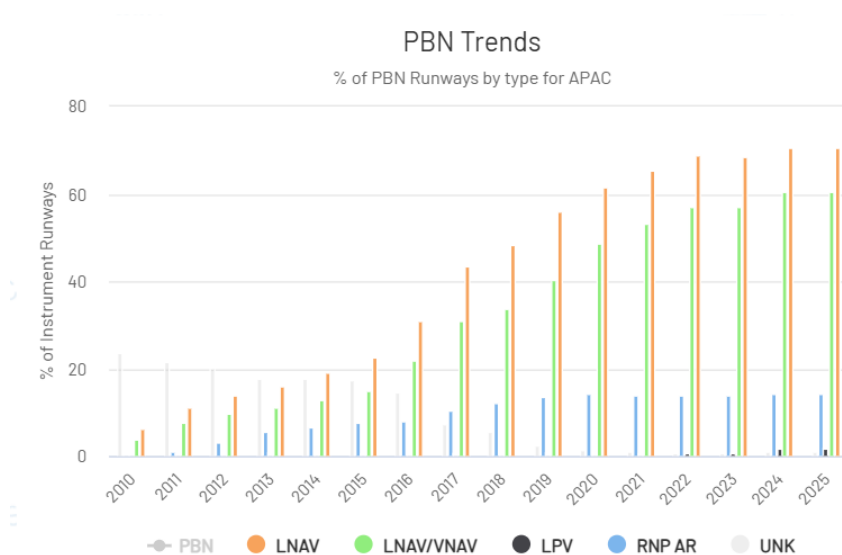
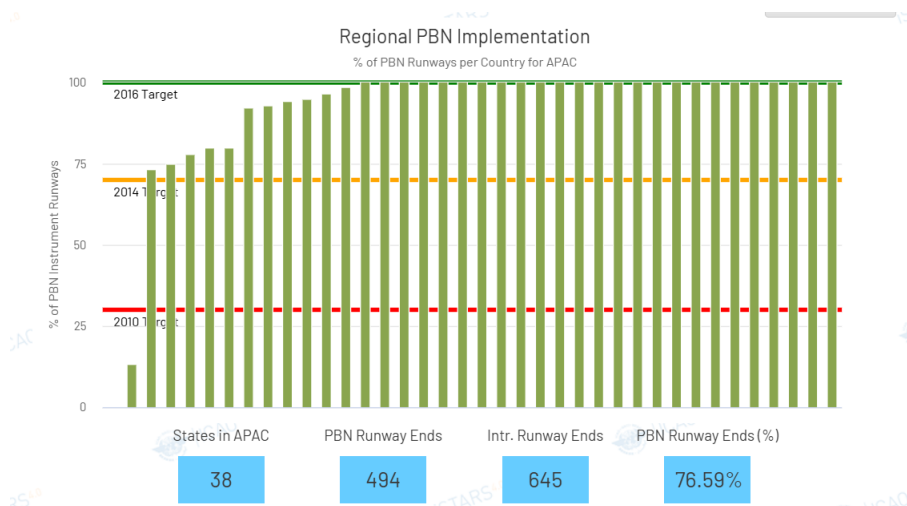
a) *Performance-Based Navigation (PBN) implementation in accordance with ICAO Assembly Resolution A37-11 on Global PBN Goals*

Indicators:

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

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

Current implementation:



Analysis: Out of **645** international runways in the APAC region, **494** have PBN runway ends, making **76.59%**. 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 lack of competency of procedure designers may be some reasons for the low PBN implementation status.

77.1% of instrument runways have implemented the SID procedure, and **73%** have implemented the STAR procedure. States should continue their efforts to use PBN for Approach procedures, arrival/departure procedures and ATS routes to harvest the optimum benefits from this technology, which may reduce operating costs due to the probable rationalization of navigation aids.

b) *Common Ground/Ground Telecommunication Infrastructure to support ANS applications*

Indicator: Status of connection to Common aeronautical VPN (CRV) and Aeronautical Message Handling System (AMHS)

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

Current implementation:

- **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, Singapore, Thailand, 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.
- **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.

Analysis: To fully utilize CRV capabilities, all Member States must join CRV as soon as practicable.

c) *Enhanced Surveillance capability for improved Safety and Efficiency*

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 (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, and **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, Thailand, Singapore, and Vietnam) States are sharing ADS-B data.

2.23. After analyzing the progress of all commitments, it can be observed that significant efforts are needed from States to reach a satisfactory level of achievement in fulfilling the Delhi Declaration Commitments in Air Navigation Services.

3. ACTION BY THE MEETING

3.1 The Meeting is invited to:

- a) note the contents of the paper;
- b) review indicators to measure implementation of ANS commitments;
- c) collaborate and work towards achieving the targets of the Asia Pacific Ministerial Declaration on Civil Aviation (Delhi); and
- d) share their latest implementation status of Delhi Declaration commitments with the ICAO APAC Office so that the progress can be tracked and the status reported accurately in future Meetings.

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 2nd Asia Pacific Ministerial Conference on Civil Aviation and the 80th 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 1st 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 CEs of a State aviation security oversight system lower than the global average;
- 8) Acknowledging that the ICAO Assembly 41st 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 41st 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 39th 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.
