Agenda Item 9: Delhi Declaration – Follow up and way forward

Status of APAC States vis-à-vis Delhi Declaration Commitments

Plenary Session

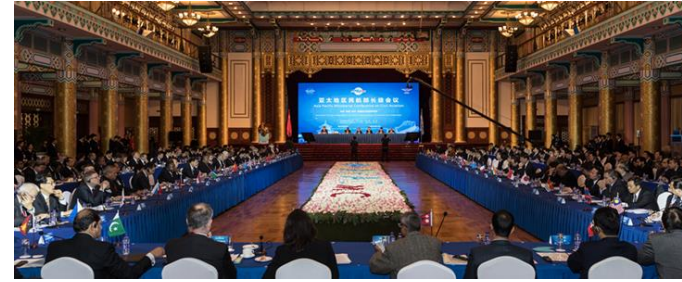Raphael Guillet
Chief of ICAO Asia and Pacific Regional Sub-Office (APAC RSO)
*Sendai, Japan, July 2025*

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
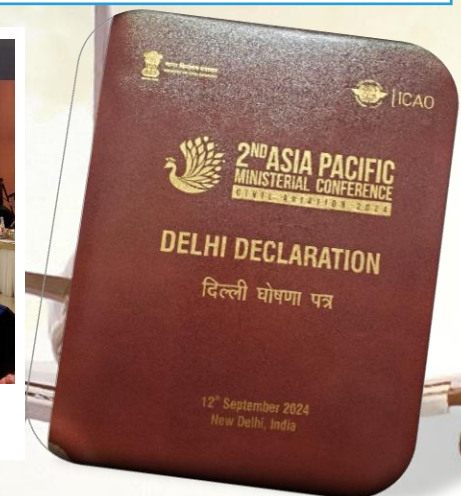
Intended Benefits of the Declarations

- 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

ICAO

1.0   Reaffirming Asia and Pacific Ministerial Declaration on Civil Aviation (Beijing)
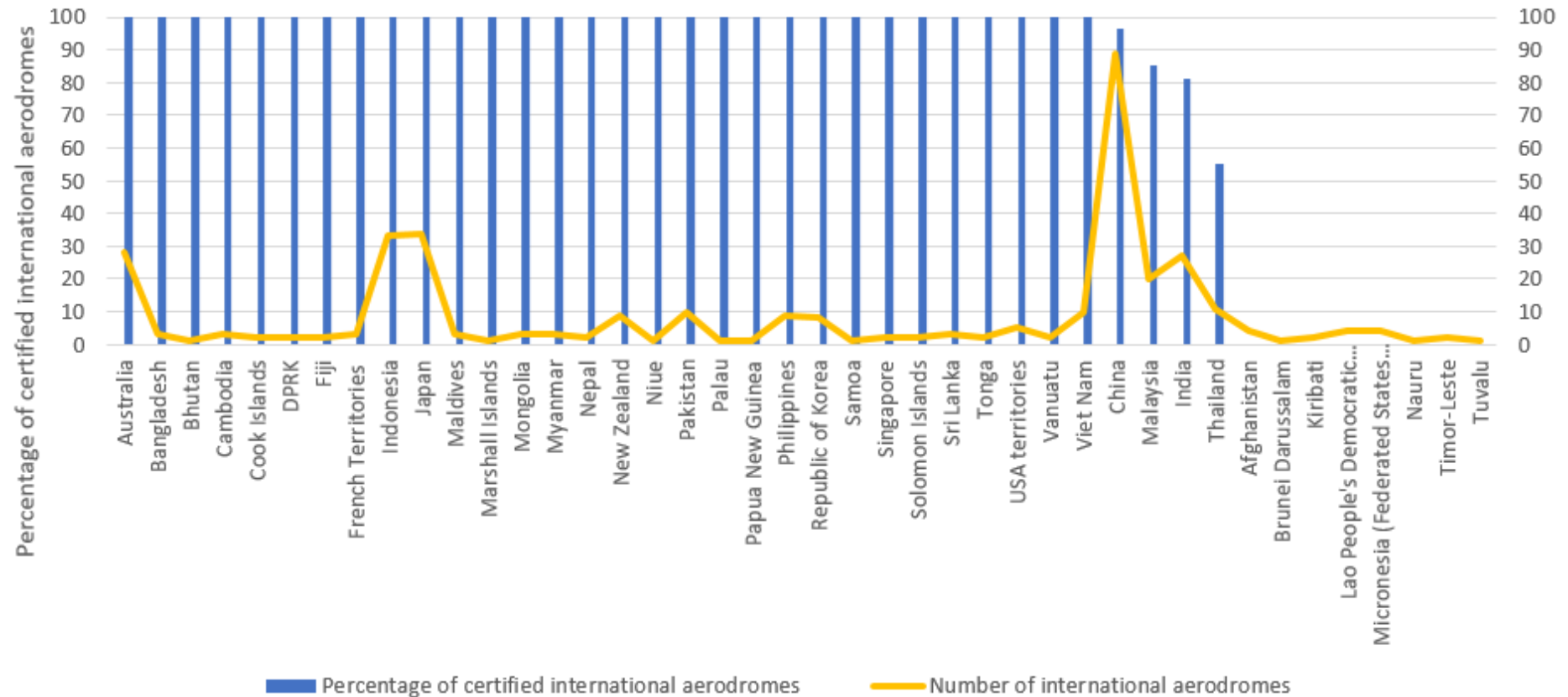
Certify all aerodromes used for international operations **by 2020**

Aerodromes Operations and Planning Sub-Group (AOP/SG/9)

Certified International Aerodromes in APAC

Percentage of certified international aerodromes — Number of international aerodromes

It has been improved to 91.93% (353 aerodromes out of 384)

1.0 Reaffirming Asia and Pacific Ministerial Declaration on Civil Aviation (Beijing)

Certification of international aerodromes

Among all the 384 international aerodromes, only 355 are listed in the APAC Air Navigation Plan (ANP), representing 92.69 %

Recommendation :

States are encouraged to submit a Proposal for Amendment (PfA) to amend APAC ANP for this purpose.

ICAO

1.0 Reaffirming the Asia and Pacific Ministerial Declaration on Civil Aviation (Beijing) Independent Aircraft Accident and Incident Investigation Authority (AAIAA)

1	Afghanistan
2	Bhutan
3	Cambodia
4	China
5	Cook Islands
6	DPR Korea
7	Fiji
8	Kiribati
9	Lao PDR
10	Macao, China
11	Marshall Islands
12	Micronesia
13	Myanmar
14	Pakistan
15	Palau
16	Philippines
17	Samoa
18	Solomon Islands
19	Sri Lanka
20	Timor-Leste
21	Tonga
22	Tuvalu
23	Vanuatu
24	Viet Nam
25	Nauru

✈ Target established in Asia Pacific Regional Aviation Safety Plan (**AP-RASP**) 2023-2025 in June 2025
=> **Target not met**

Establishment of AAIAA

Not Established
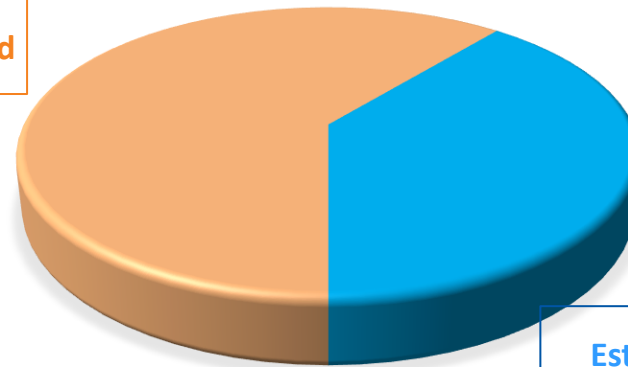
Established

Only 40% of APAC States/Administrations

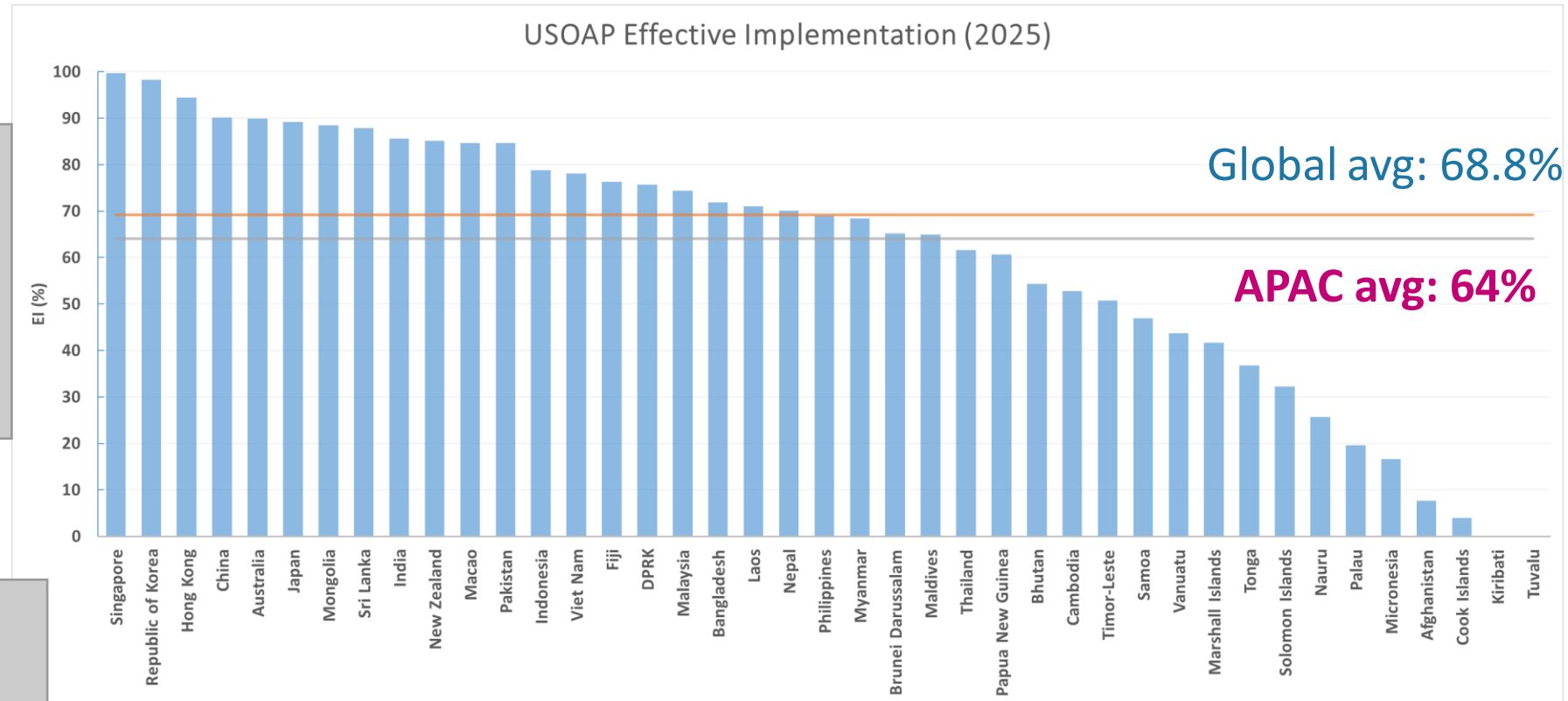| 1	Australia
2	Bangladesh
3	Brunei Darussalam
4	Hong Kong, China
5	India
6	Indonesia
7	Japan
8	Malaysia
9	Maldives
10	Mongolia
11	Nepal
12	New Zealand
13	Papua New Guinea
14	Republic of Korea
15	Singapore
16	Thailand

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3.0 Aviation Safety

3.2 a)   USOAP Effective Implementation (EI)

a)   Improve scores for the effective implementation (EI) of the critical elements (CEs) of the States/Administrations' safety oversight system

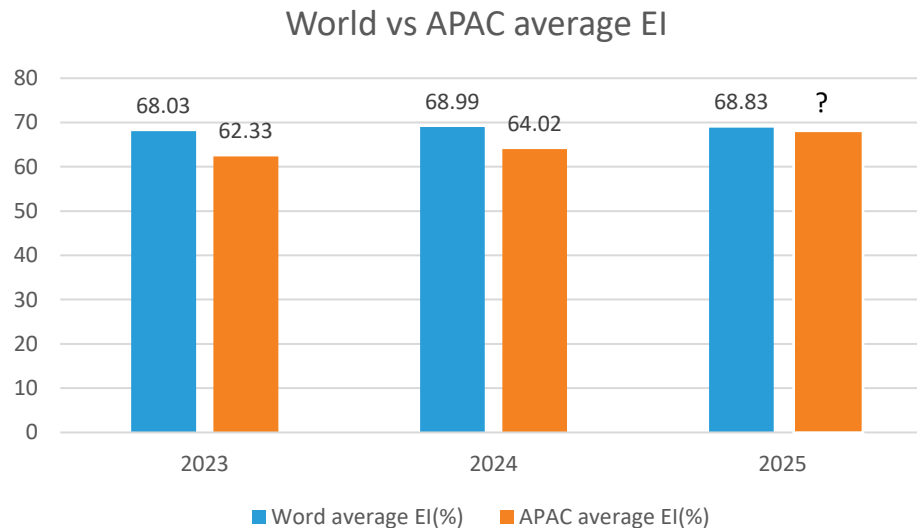Indicator: State EI
Source: iStar 4.0 USOAP DataTable (June 2025)

USOAP Effective Implementation (2025)

Global avg: 68.8%

APAC avg: 64%

EI (%)

Singapore, Republic of Korea, Hong Kong, China, Australia, Japan, Mongolia, Sri Lanka, India, New Zealand, Macao, Pakistan, Indonesia, Viet Nam, Fiji, DPRK, Malaysia, Bangladesh, Laos, Nepal, Philippines, Myanmar, Brunei Darussalam, Maldives, Thailand, Papua New Guinea, Bhutan, Cambodia, Timor-Leste, Samoa, Vanuatu, Marshall Islands, Tonga, Solomon Islands, Nauru, Palau, Micronesia, Afghanistan, Cook Islands, Kiribati, Tuvalu

=> Commitment not met

3.2 a)   USOAP Effective Implementation (EI)

Progress since DGCA 59

World vs APAC average EI

	2023	2024	2025
Word average EI(%)	68.03	68.99	68.83
APAC average EI(%)	62.33	64.02	?

=> **Closing gaps in EI scores**

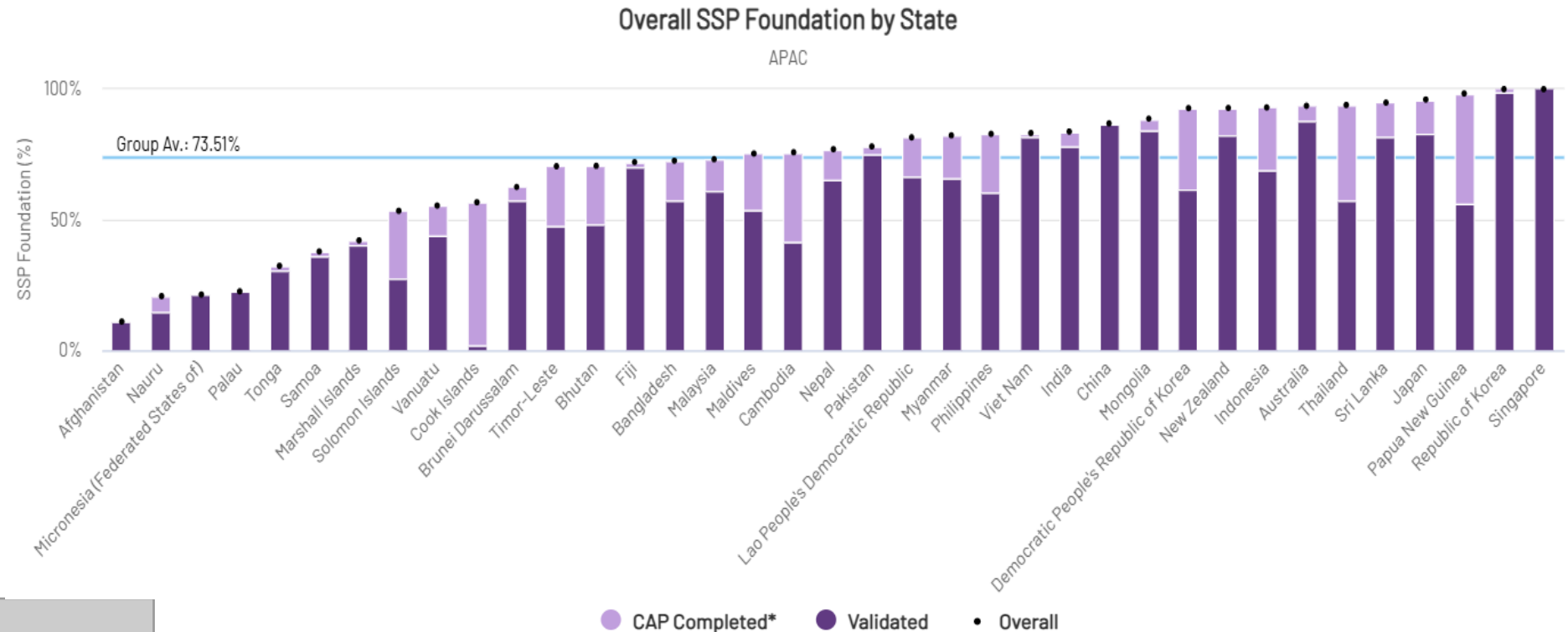| State	Before	After	USOAP conducted	Trend
China	85.22%	90.19%	2024	↑
Pakistan	70.39%	84.69%	2024	↑
Viet Nam	65.56%	78.14%	2024	↑
Maldives	64.90%	Done	2025	
Papua New Guinea	60.65%	Done	2025	
Cambodia	52.80%	Done	2025	
Thailand	61.60%	To be done	2025	
New Zealand	85.10%	To be done	2025	

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3.2 b)   State Safety Programme (SSP)

b)   Work towards an effective SSP

Indicator: National effective SSP implementation
Source: iSTARS (SSP foundation)

Overall SSP Foundation by State

APAC

Group Av.: 73.51%

SSP Foundation (%)

Afghanistan, Nauru, Micronesia (Federated States of), Palau, Tonga, Samoa, Marshall Islands, Solomon Islands, Vanuatu, Cook Islands, Brunei Darussalam, Timor-Leste, Bhutan, Fiji, Bangladesh, Malaysia, Maldives, Cambodia, Nepal, Pakistan, Lao People's Democratic Republic, Myanmar, Philippines, Viet Nam, India, China, Mongolia, Democratic People's Republic of Korea, New Zealand, Indonesia, Australia, Thailand, Sri Lanka, Japan, Papua New Guinea, Republic of Korea, Singapore

● CAP Completed*   ● Validated   • Overall

SSP Foundation PQs are merged under the USOAP CMA PQs 2024 version, and the States will be audited from 2026

3.2 b)   State Safety Programme (SSP)

✈ Status in July 2025:

  ✈ 21 States have SSP foundation PQs > 75% completed
  ✈ 16 States have SSP foundation PQs < 75% completed
  ✈ 4 States have not started

Considering 75% EI as a GASP Target to be achieved

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3.2 c)   Significant Safety Concerns (SSCs)

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

One APAC State has one SSC in Air Navigation

3.2 d)   Implement Safety Enhancement Initiatives (SEIs)

A Monitoring Tool is being introduced for tracking the implementation progress of the SEIs and mapped between GASP, RASP and NASP.

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);

NASP Implementation Monitoring Tool
(Conclusion APRAST 14/1, Decision RASG-APAC 10/8, Task-3 of Yearly Work Programme 2020-2021)

Status of Implementation
Approved NASP Document Upload | NASP Implementation Initiated (YES/NO) | % of Overall NASP Implementation

SL	Flag	State/Administration	NASP Document Upload	NASP Implementation Initiated (YES/NO)	% of Overall NASP
1		Afghanistan	File Not Uploaded	NO	50%
2		Australia	1. Australia NASP 2024-2027.pdf ⬇ 2. Australia SSP 2024.pdf ⬇	YES	25%
3		Bangladesh	File Not Uploaded	NO	25%
4		Bhutan	1. SSP-Issue-02.pdf ⬇ 2. NASP Bhutan.pdf ⬇	YES	75%
5		Brunei Darussalam	File Not Uploaded	NO	
6		Cambodia	File Not Uploaded	NO	
7		China	File Not Uploaded	NO	
8		Hong Kong, China	File Not Uploaded	NO	50%
9		Macao, China	File Not Uploaded	NO	
10		Cook Islands	File Not Uploaded	NO	

3.2 e) National Aviation Safety Plan (NASP)

Develop and publish a National Aviation Safety Plan (NASP)

So far 16 APAC States/Administrations have published their NASPs

Australia
Bangladesh
Bhutan
China
DPR Korea
Hong Kong
India
Indonesia
Malaysia
Maldives
Nepal
Pakistan
Philippines
Singapore
Sri Lanka
Thailand

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4.0 Air Navigation Services

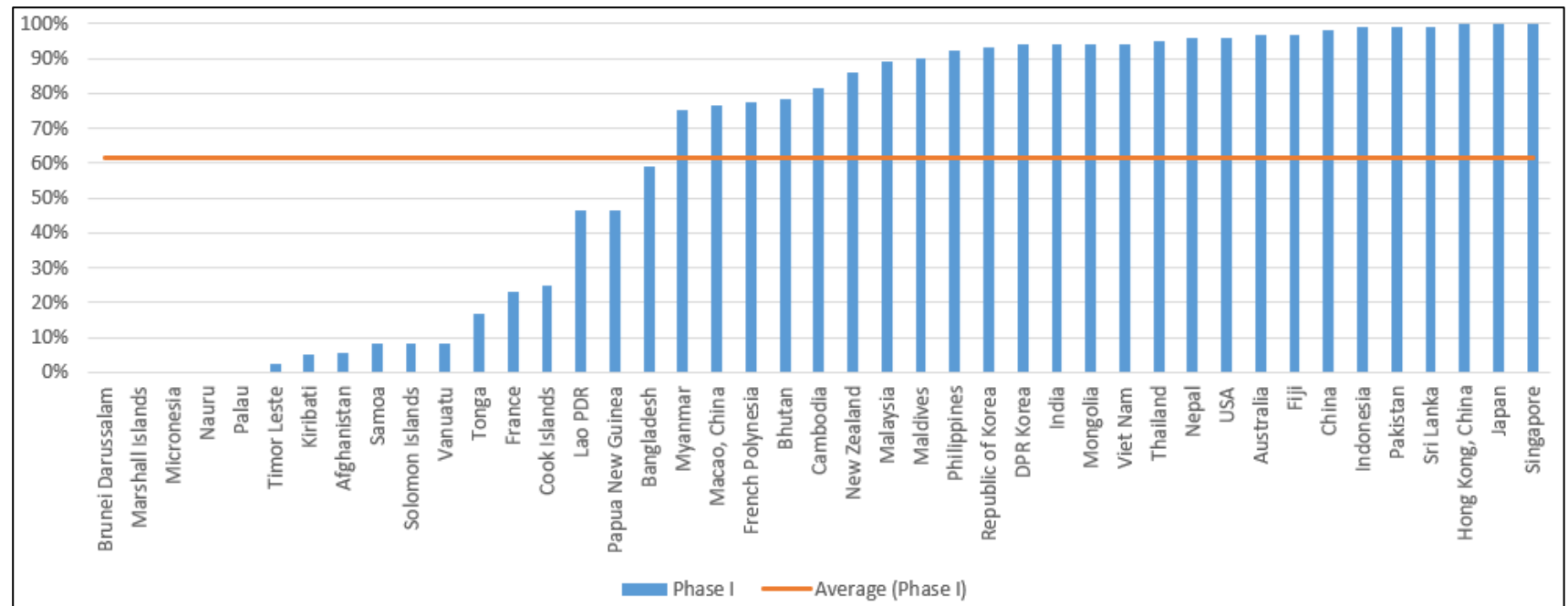# 4.2 a) Aeronautical Information Management (AIM) (1/3)

Transitioning from AIS to AIM

Regional AIM Plan Monitoring and Reporting

Phase I (Consolidation existing SARPS)
- immediate implementation
- current status = 62% (54% in 2021)

Transitioning from AIS to AIM

Regional AIM Plan Monitoring and Reporting

- Phase II (Going Digital)
  - target November 2019
  - current status = 44% (38% in 2021)
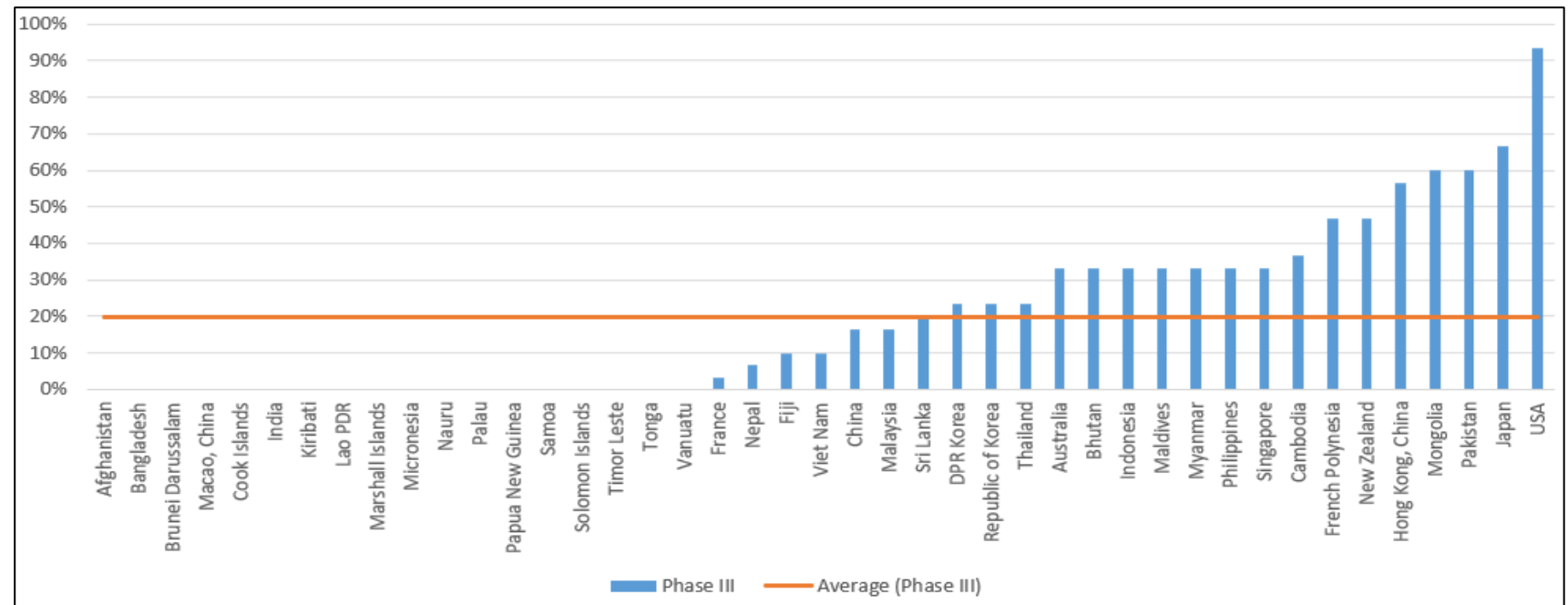- Overall Phase I & Phase II = 54% (48% in 2021)
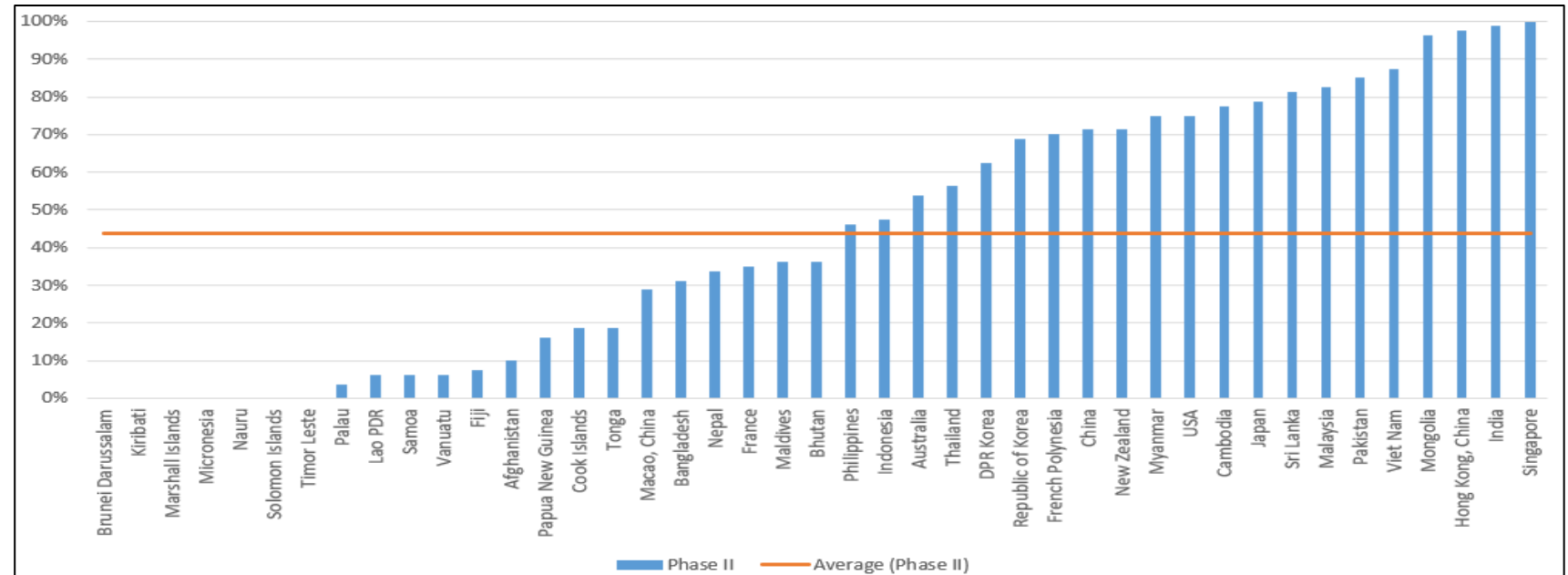
Transitioning from AIS to AIM

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.

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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: ≤ 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 ➔ R TOC - Acceptable standard: ≤ 50 NM

- Category R ➔ S TOC - Acceptable standard: ≤ 50 NM

- Category S ➔ S TOC - Acceptable standard: ≤ 10 NM

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

➢ Following the recommendations of **AN-Conf/14, Recommendation 3.1/1 – Project 30/10 – Optimized Implementation of Longitudinal Separation Minima**, the assessment criteria for regional ATC separation minima will be updated as follows:

- **Oceanic and remote airspace** (Category R) - Acceptable standard: **≤ 55.5 km (30 NM)**

- **Elsewhere** (Category S) - Acceptable standard: **19 km (10 NM)**

➢ The *Annual ATC Separation Standards Survey* plan to be updated at ATM/SG/13 (August 2025), for States to report status no later than 28 February 2026.

➢ A status report based on the revised assessment criteria will be provided at DGCA/61.
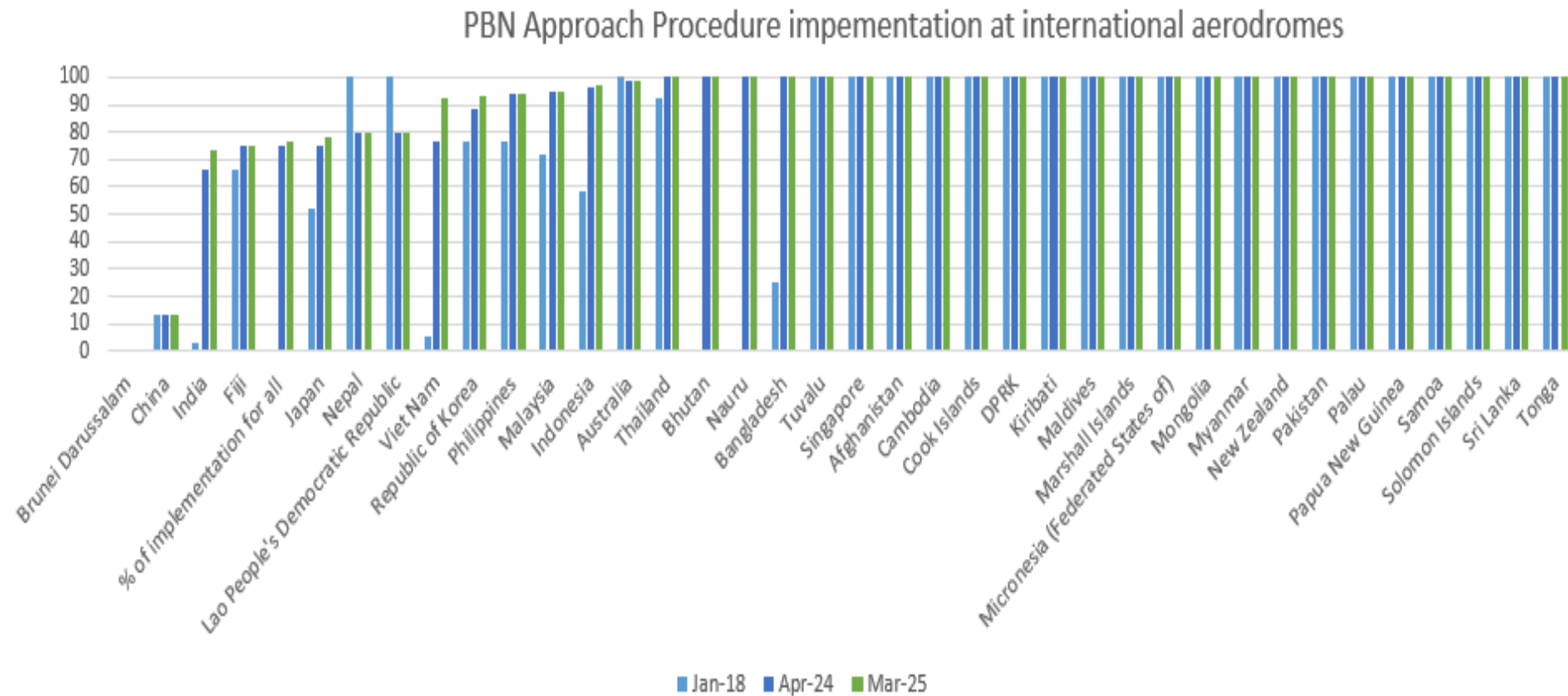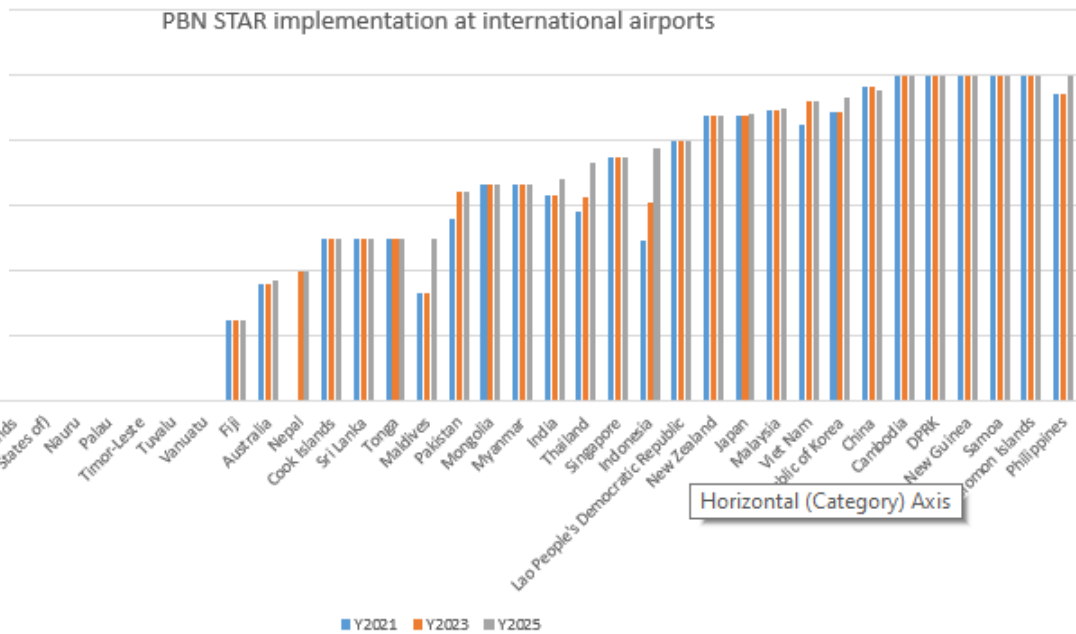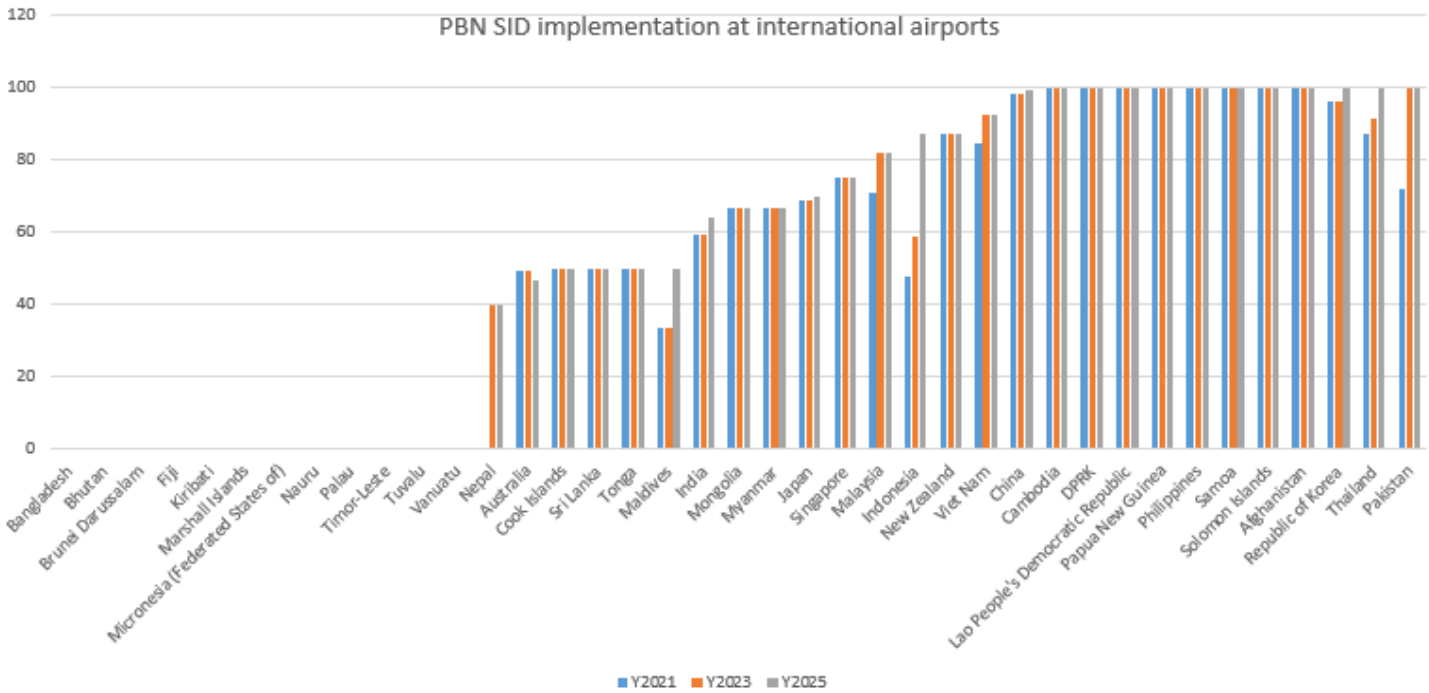
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4.2 c) Performance Based Navigation (PBN)

PBN implementation by 2022

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

PBN Approach Procedure impementation at international aerodromes

Legend: Jan-18 Apr-24 Mar-25

4.2 c) Performance Based Navigation (PBN)

PBN SID implementation at international airports

PBN STAR implementation at international airports

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

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GBAS Ground Based Augmentation System
SBAS Satellite Based Augmentation System

Map on https://www.icao.int/APAC/Pages/GBAS-SBAS-MAP.aspx

Common ground/ground telecommunication infrastructure to support ANS applications

CNS Meetings- CRV OG/13

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- **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.

Common ground/ground telecommunication infrastructure to support ANS applications

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.

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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

Data not up to date, a survey is planned to be sent out very soon to all APAC States.

An enhanced level of civil/military cooperation

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.

Seamless ATM reporting (Nov. 2020)

4.2 g)   Surveillance capability

Enhanced Surveillance capability for improved Safety and Efficiency

SURICG/10 Meeting

ICAO

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, Thailand, 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
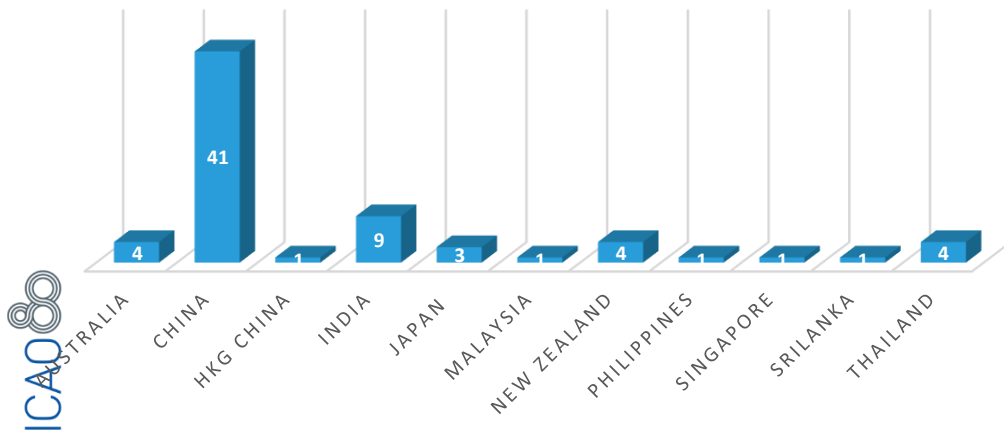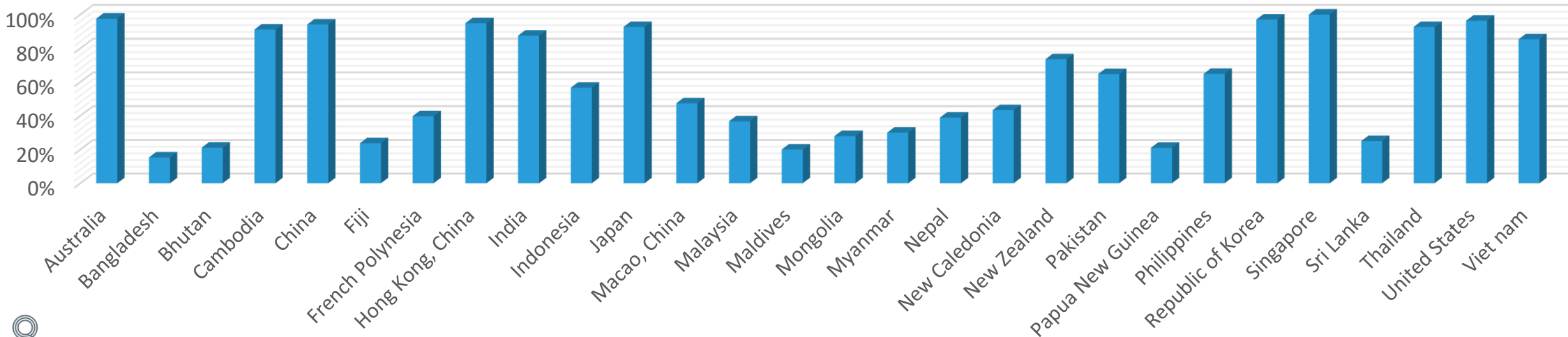

Total number of international high-density airports = **73** (pre COVID-19)

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)

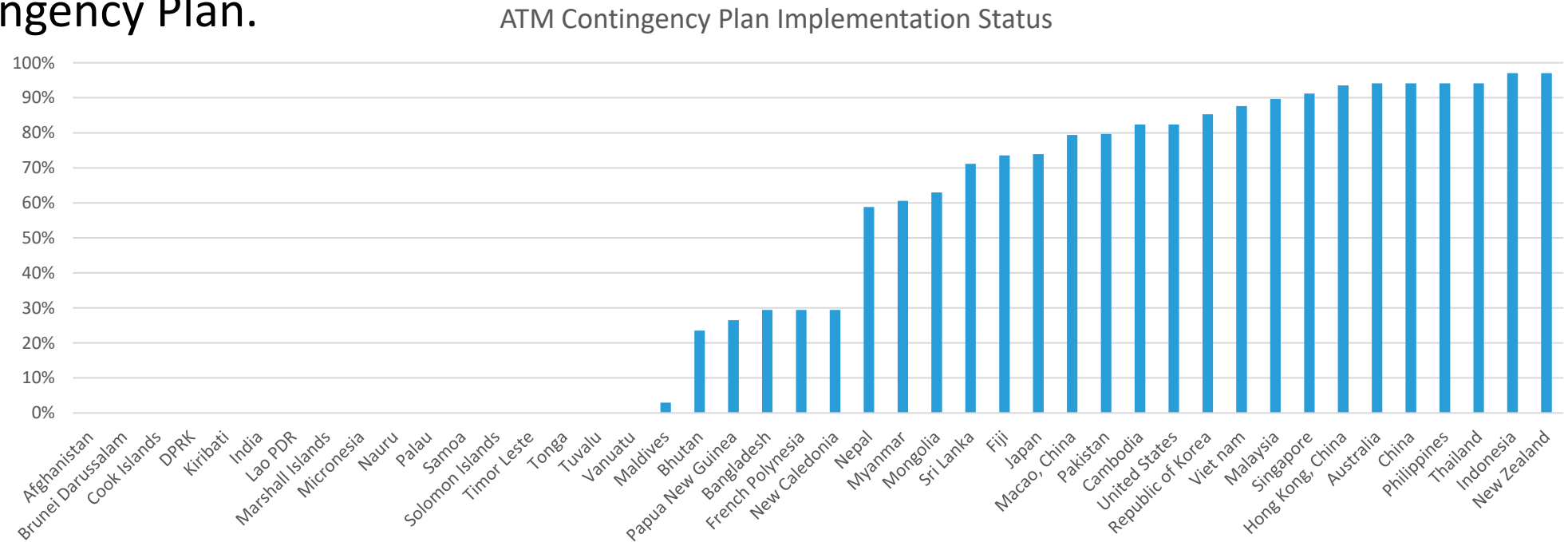ATFM Implementation Status 1st April 2025

4.2 i) ATM Contingency Planning

Asia/Pacific Region ATM Contingency Plan

➢ **Current version:** Version 3 (August 2019).

➢ Only nine APAC Administrations reported "Robust" implementation of ATM Contingency Plan.

ATM Contingency Plan Implementation Status

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.

➢ **Next step:** Asia/Pacific Region ATM Contingency Plan (Version 4.0) will be released following the publication of the global framework.

➢ **Monitoring & Reporting:** The *Regional ATM Contingency Plan Monitoring and Reporting Form* will be updated accordingly.

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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

Number of States reporting National Air Navigation Plan (NANP)

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 web-page, 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.

4.2 k) Enhancement of Safety Risk Assessment Capability

- 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 the DGCA/61 Conference.
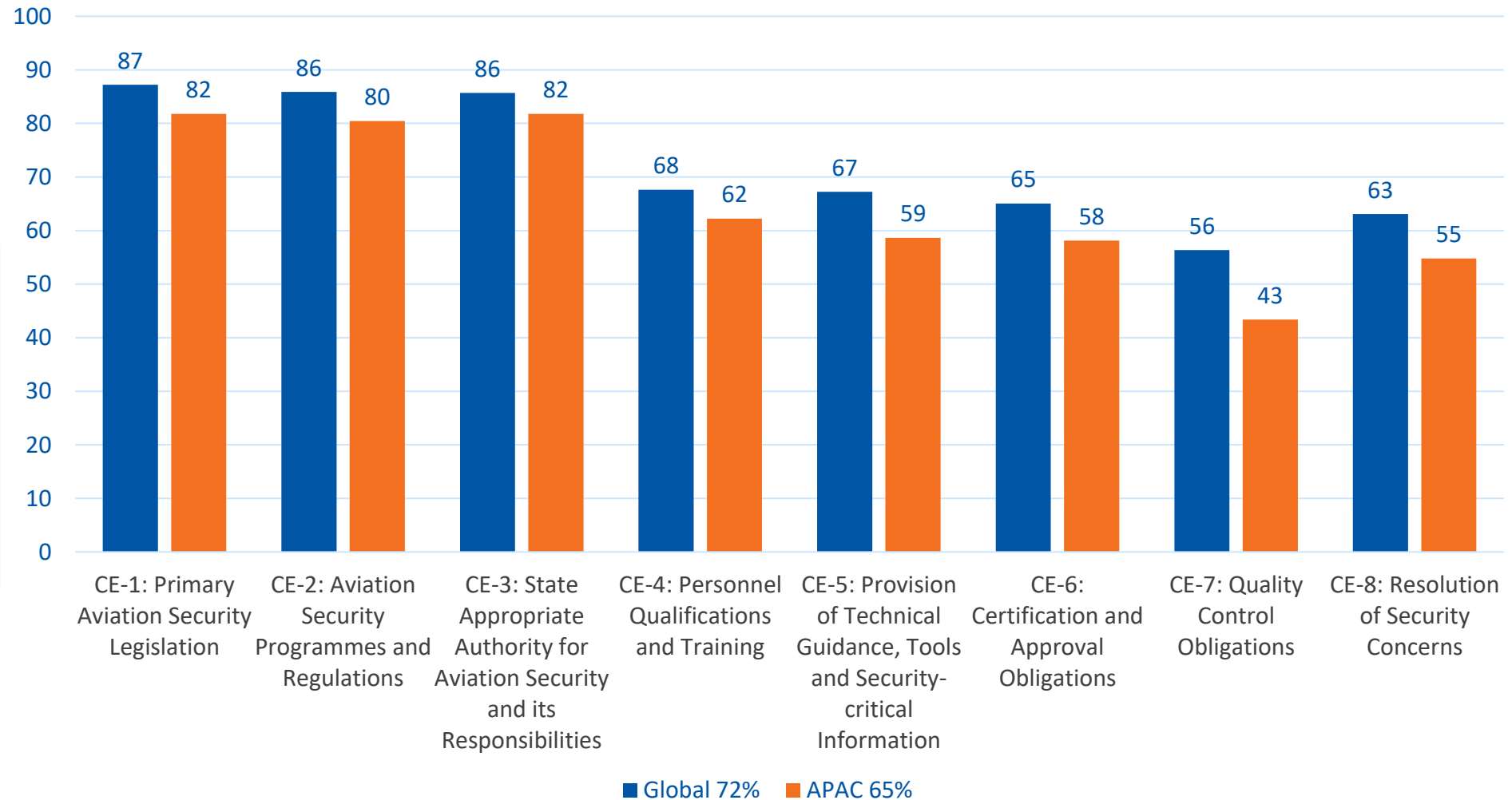
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5.0 Aviation Security

5.2 a)   USAP Effective Implementation (EI)

Improve score for the effective implementation (EI) of the critical elements (CEs) of the States/Administrations security oversight system;

Chart data (Global / APAC):

Critical Element	Global	APAC
CE-1: Primary Aviation Security Legislation	87	82
CE-2: Aviation Security Programmes and Regulations	86	80
CE-3: State Appropriate Authority for Aviation Security and its Responsibilities	86	82
CE-4: Personnel Qualifications and Training	68	62
CE-5: Provision of Technical Guidance, Tools and Security-critical Information	67	59
CE-6: Certification and Approval Obligations	65	58
CE-7: Quality Control Obligations	56	43
CE-8: Resolution of Security Concerns	63	55

■ Global 72%   ■ APAC 65%

5.2 b)   Significant Security Concerns (SSeCs) & regional collaboration

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;

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.
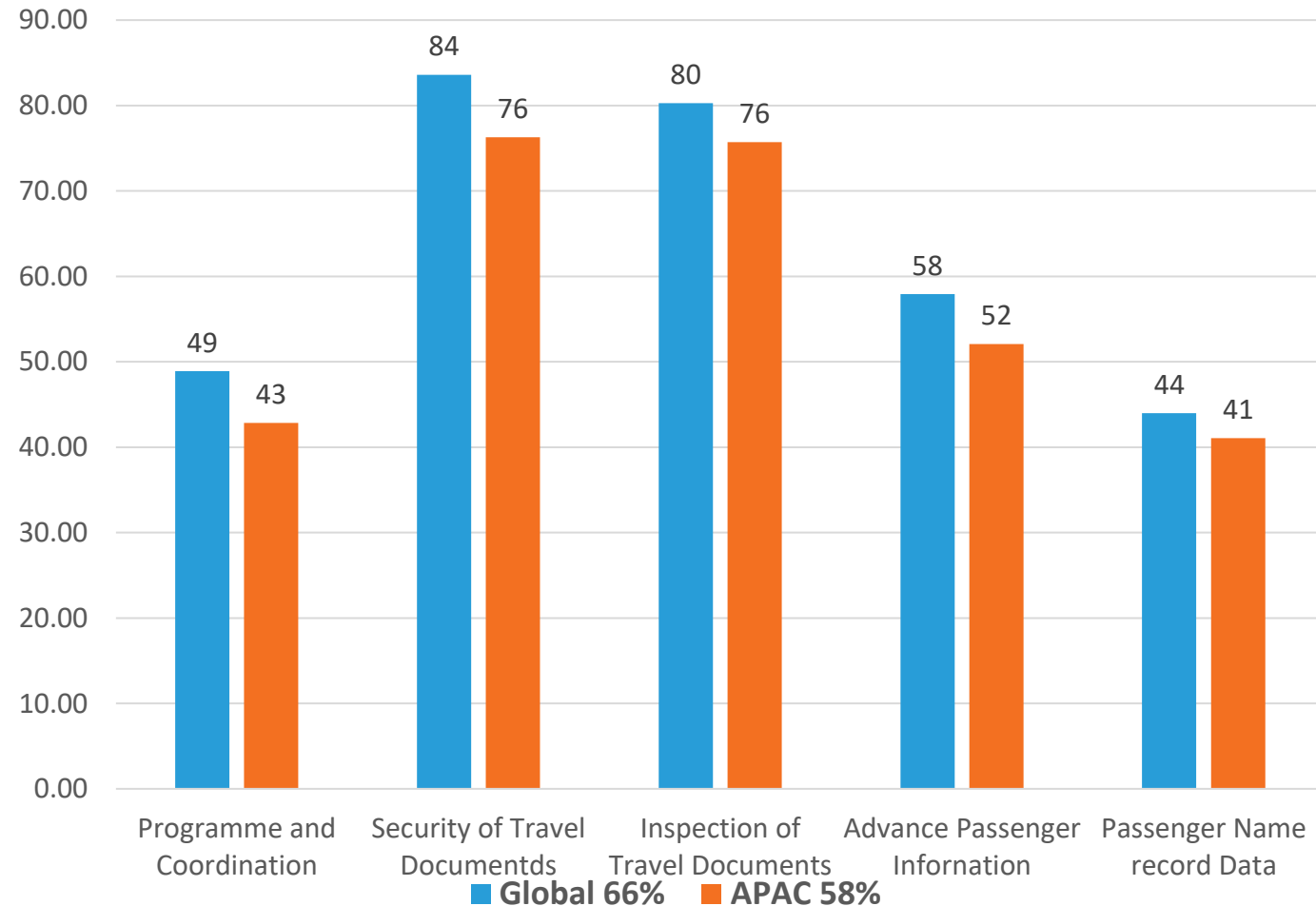
3 APAC States have a total of 9 SSeCs

13th Session of the RASCF conducted in 2025

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6.0   Facilitation

Strive to ensure coordination between civil aviation and various stakeholders, including the health authorities, to allow seamless implementation of ICAO Annex 9 — Facilitation and ICAO's Facilitation Programme, including relevant health related provisions and the five key elements of the ICAO Traveller Identification Programme Strategy,

Chart:
- Programme and Coordination: Global 49, APAC 43
- Security of Travel Documentds: Global 84, APAC 76
- Inspection of Travel Documents: Global 80, APAC 76
- Advance Passenger Infornation: Global 58, APAC 52
- Passenger Name record Data: Global 44, APAC 41

Global 66% **APAC 58%**

7.0 Gender equality

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

APAC indicators are prepared by the ICAO APAC Office in consultation with HQ and APAC focal points for gender equality.

1. 7 APAC indicators under the Gender Equality Policy, Leadership position and Safe and secure working environment are prepared by the ICAO APAC Office in consultation with HQ and APAC focal points for gender equality.
2. Indicators are uploaded on the ICAO APAC Gender Equality Webpage.
3. Statistics of various indicators will be collected through surveys in 2025-26.
4. Results will be presented at the DGCA/61 Conference.

8.0 Resourcing for Civil Aviation

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

Indicator: Nb of satisfactory PQs related to ORG area in USOAP

3 protocol questions in ORG area in USOAP (2.051, 2.053 and 2.103) assess the resourcing of civil aviation sector

Status of above PQs is one of the indicators of resourcing

9.0 Aviation Environment Protection

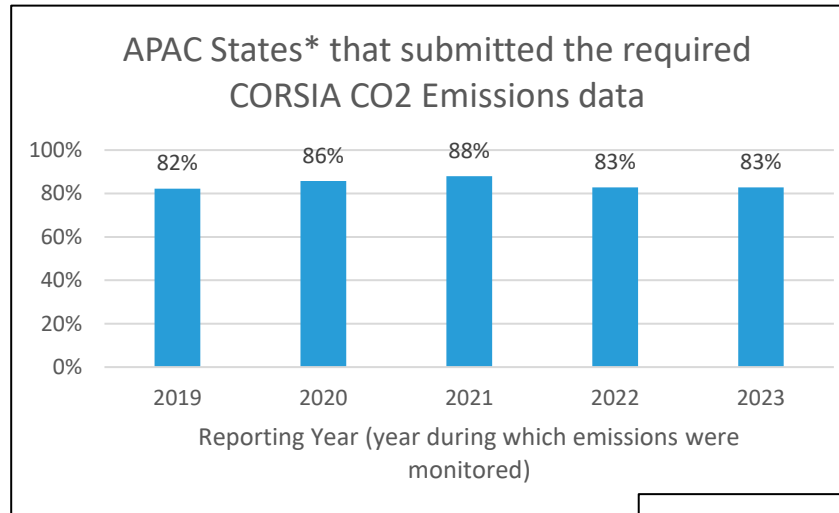## Reduce emissions and other environmental impacts of aviation

COMMITMENT
Encourage Asia and Pacific States/Administrations: Motivate and support States in their efforts.
Continue their efforts and work together: Ongoing collaboration and sustained efforts.

Indicators: The reduction in greenhouse gas emissions from aviation, noise pollution, air quality, and ecological footprint.
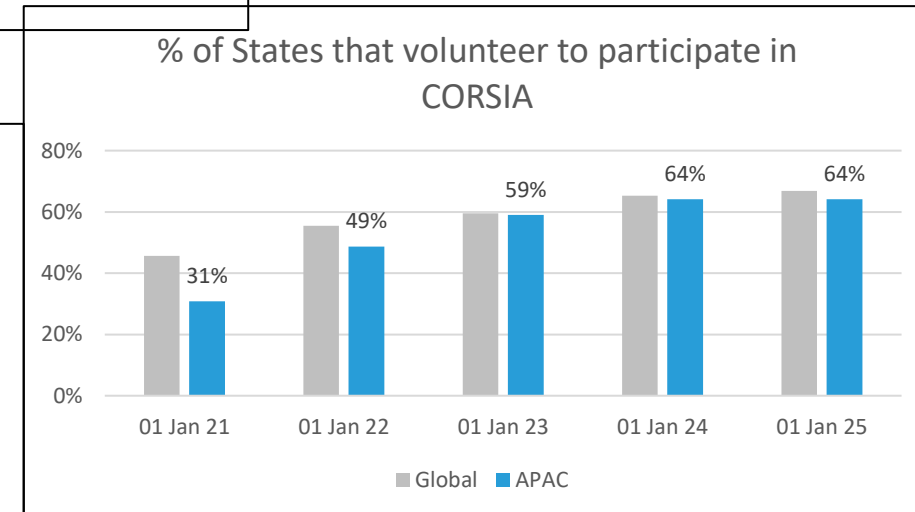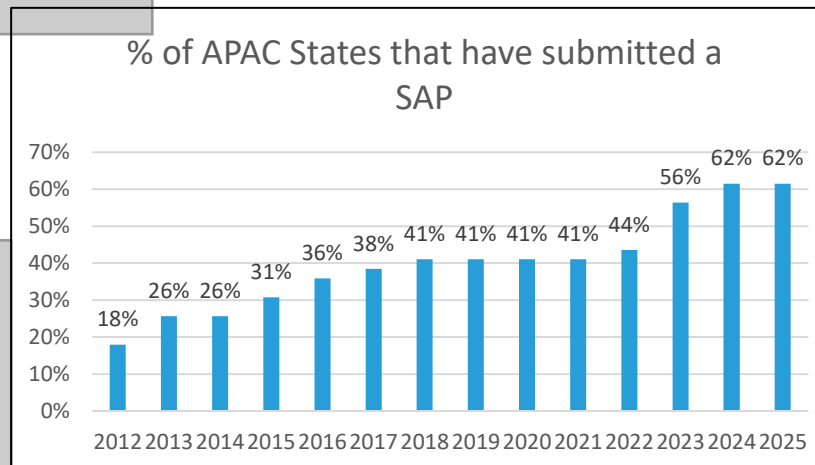
APAC States* that submitted the required CORSIA CO2 Emissions data

Reporting Year (year during which emissions were monitored)

*APAC states with attributed aeroplane operators to which the CORSIA SARPs were applicable

ICAO APAC Office assistance activities
- Webinars and Workshops on CORSIA and SAP
- Regional Seminar on ENV

ACT-CORSIA Buddy Partnership Training
- Singapore
- Republic of Korea
- Japan

% of States that volunteer to participate in CORSIA

### % of APAC States that have submitted a SAP

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

APAC measure this commitment with issuance of state letter, number of State Air Law focal point, and number of treaties ratification

1. Issuance of State letter: Ref. SN 2 (2025): AP-036/25 (TC) dated 3 March 2025, whereby States were encouraged to: ratify, consider becoming parties, nominate a Focal Point, and inform ICAO of their update of the ratification.
2. The Third Edition of the Civil Aviation Legal Advisers Forum (CALAF) was held in London, United Kingdom from 26 to 28 November 2024.
3. IALC: The APAC Regional Office hosted the delivery of an International Air Law Course in May 2025.
4. 1 new ratifications indicated since APAC-DGCA/59

Air Law Focal Points

Initial (2024) — Update (July 2025)

States/Administrations — Percentage

Conclusion
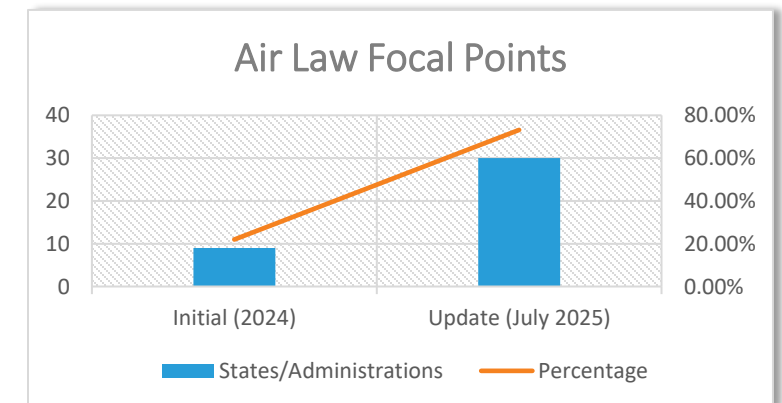
Implementation of Delhi Declaration commitments

- 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 once new GANP/GASP are endorsed by the 42th ICAO Assembly.

Thank You