

**60th CONFERENCE OF
DIRECTORS GENERAL OF CIVIL AVIATION
ASIA AND PACIFIC REGIONS**

*Sendai, Japan
28 July - 1 August 2025*

**AGENDA ITEM 2: REVIEW OF ACTION ITEMS
ARISING FROM THE PREVIOUS
CONFERENCE**

**RESPONSES FROM STATES/ADMINISTRATIONS TO ACTION
ITEMS ARISING FROM THE 59TH CONFERENCE OF
DIRECTORS GENERAL OF CIVIL AVIATION, ASIA AND
PACIFIC REGIONS**

(Presented by the International Civil Aviation Organization)

SUMMARY

The annual Conference of the Directors General of Civil Aviation in the Asia and Pacific Region develops Action Items for the Region. The 59th Conference (DGCA/59) developed 49 Action Items and urged States/Administrations to report on their follow-up actions. The ICAO APAC Office received reports from 34 States/Administrations, with a response rate of 83% (34 out of 41 States/Administrations). This Paper summarizes the responses received on the Action Items arising from the 59th DGCA Conference.

RESPONSES FROM STATES/ADMINISTRATIONS TO ACTION ITEMS ARISING FROM THE 59TH CONFERENCE OF DIRECTORS GENERAL OF CIVIL AVIATION, ASIA AND PACIFIC REGIONS

1. INTRODUCTION

1.1 The aims and objectives of the annual Conference of the Directors General of Civil Aviation in the Asia and Pacific Region include developing specific Action Items of common interest and importance to the Region. To keep the Conference focused and action-oriented, each Conference develops a list of Action Items to be followed up on and recorded.

1.2 The 59th Conference (DGCA/59), held in Cebu, Philippines, from 14 to 18 October 2024, developed and recorded forty-nine (49) Action Items. It urged States/Administrations to report to the ICAO APAC Office in a timely manner on the subsequent follow-up taken on the DGCA/59 Action Items for reporting to the next Conference (DGCA/60).

1.3 This Paper presents information on the follow-up action the States/Administrations reported in response to the Action Items arising from DGCA/59.

2. DISCUSSION

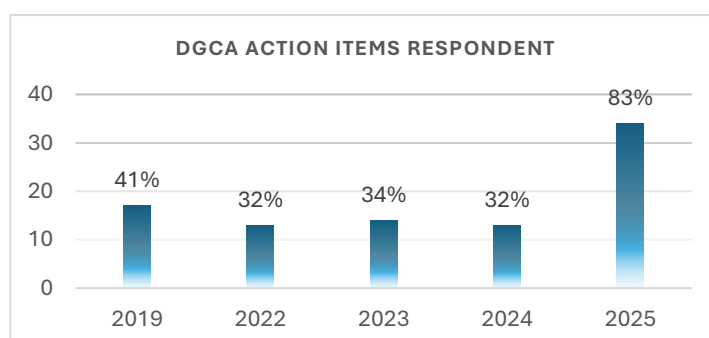
2.1 ICAO State Letter Ref. SN 2 (2024): AP-017/25 (MET), dated 30 January 2025, requested States/Administrations to follow up on the Action Items of the 59th APAC DGCA Conference for reporting to the APAC Office one month before the 60th APAC DGCA Conference.

2.2 To facilitate the collection of data on the implementation of Action Items endorsed by the 59th DGCA Conference, ICAO State Letter Ref. SN 2 (2025): AP039/25 (TC), dated 13 March 2025, requested States/Administrations to complete the survey on the progress of Action Items arising from the 59th APAC DGCA Conference by 27 June 2025.

2.3 The List of Action Items arising from DGCA/59 is available on the ICAO APAC Office website at <https://www.icao.int/APAC/Pages/2024-DGCA-59.aspx>.

2.4 The ICAO APAC Office received responses reporting follow-up action on the DGCA/59 Action Items from the following thirty-four (34) States/Administrations: Afghanistan, Australia, Bangladesh, Bhutan, Brunei Darussalam, Cambodia, China, Hong Kong SAR China, Macao SAR China, Cook Islands, Fiji, India, Indonesia, Japan, Kiribati, Lao PDR, Malaysia, Maldives, Mongolia, Nauru, Nepal, New Zealand, Pakistan, Palau, Papua New Guinea, Philippines, Republic of Korea, Samoa, Singapore, Sri Lanka, Thailand, Timor Leste, Vanuatu, and Viet Nam.

2.5 The number of States/Administrations that reported follow-up action on the DGCA/59 Action Items showed a significant increase, with a response rate of 83% (34 out of 41 States/Administrations). In comparison, the number of responses received for follow-up reports on DGCA Action Items over the past years was thirteen (13) in 2024, fourteen (14) in 2023, thirteen (13) in 2022, and seventeen (17) in 2019, respectively.



2.6 The responses received from the States/Administrations on follow-up action on the DGCA/59 Action Items are included as Attachments to this Paper.

3. ACTION BY THE CONFERENCE

3.1 The Conference is invited to:

- a) Note the information reported by States/Administrations on follow-up on the Action Items arising from the 59th DGCA Conference; and
- b) Encourage States/Administrations to report follow-up on the Action Items arising from the DGCA Conference, for presentation and discussion at the next DGCA Conference.

— END —

Attachment to 60/DP/02/01 (rev.2)

RESPONSES FROM ADMINISTRATIONS
TO ACTION ITEMS ARISING FROM THE 59th CONFERENCE
OF DIRECTORS GENERAL OF CIVIL AVIATION
ASIA AND PACIFIC REGIONS

AGENDA ITEM 1: THEME TOPIC

Action Item 59/1 industry to: Acknowledging importance of the theme topic “Shaping the Future of Aviation: Sustainable, Resilient and Inclusive”, the Conference urged States/Administrations, international organizations and

1. adopt emerging technologies in accordance with ICAO SARPs and guidance materials; and
2. continue efforts to improve gender equality, synchronize efforts to achieve strategic objectives, goals, programs, and initiatives of ICAO to advance international civil aviation in an environmentally sustainable manner for next 80 years.

Responses on Action Item 59/1

State/Administration	Action 1	Action 2	Remarks or supplementary information for Action Item 59/1
Afghanistan	To Commence	To Commence	As we are under the sanctions of UN and ICAO, we cannot do anything now, but we would like to begin it.
Australia	Completed	Completed	Australia is committed to seeking closer alignment with ICAO SARPs, including in relation to the adoption of emerging technologies. Australia is also committed to ICAO’s efforts and objectives on: <ul style="list-style-type: none">• gender equality• environmental protection• accessibility of air transport for travellers with disability or reduced mobility. Examples of Australia’s efforts in these areas include: Gender equality <ul style="list-style-type: none">• Australia has supported initiatives to advance gender equality in the aviation industry including through a partnership with Indonesia for the Women in Leadership Mentoring Program under the Indonesia Transport Safety Assistance Package (ITSAP).• Australia’s Women in the Aviation Industry Initiative is working with industry to increase women’s representation across the aviation workforce; attract and retain more women into critical careers in aviation; and, develop and provide resources and strategies to help women build careers in the industry and improve their economic security. Environmental protection <ul style="list-style-type: none">• Australia is committed to ICAO’s vision of reducing CO2 emissions from international aviation and has been a participant in CORSIA since its inception.• We support the 41st ICAO Assembly’s decision to adopt a long-term aspirational goal (LTAG) of net zero carbon emissions from international aviation by 2050.• Australia is committed to supporting global efforts in aviation environment initiatives through working with our neighbours, global partners and industry to find credible and sustainable pathways to meet our climate aspirations. Accessibility of air transport for travellers with disability or reduced mobility <ul style="list-style-type: none">• Australia is creating new aviation-specific disability measures requiring airlines and airports in Australia to work together to facilitate the journeys of people with disability.
Bangladesh	Completed	Action In Progress	<ul style="list-style-type: none">• Action 1: Bangladesh is ready to adopt emerging technologies in accordance with ICAO SARPs and guidance materials.• Action 2: Bangladesh is committed to ICAO’s objectives in promoting gender equality in aviation, synchronize efforts to achieve strategic objectives, goals, programs, and ICAO initiatives to advance international civil aviation in an environmentally sustainable manner for next 80 years.
Bhutan	Completed	Action In Progress	N/A
Brunei Darussalam	Action In Progress	Completed	NIL
Cambodia	Completed	Action In Progress	We are working on Action 2
China	Action In Progress	Action In Progress	CAAC actively implemented the relevant requirements of ICAO SARPs, and fully adopts key ICAO-advocated technological innovations across the national civil aviation sector, such as SMS, PEL, A-CDM, GRF, ASBU, APAC Seamless ATM and SWIM. In the 2023 ICAO USAP-CMA and 2024 ICAO USOAP-CMA, China achieved outstanding score of 91.63 and 90.19 respectively in the audit, ranking among the top of major aviation countries. China participated in the formulation of aviation emission reduction policies and technical standards, and strongly promoted the application of emerging technologies in the civil aviation sector, supported the development of new forms of low-altitude economy, such as drone

State/Administration	Action 1	Action 2	Remarks or supplementary information for Action Item 59/1
			logistics. In terms of gender equality, CAAC actively protects women's rights and interests and promotes the employment and development of women in the industry.
Hong Kong, China	Action In Progress	Action In Progress	(1) The adoption of emerging technologies at the Hong Kong International Airport has been closely coordinated between the Civil Aviation Department of Hong Kong, China and the Airport Authority Hong Kong, the aerodrome operator, under a rigorous approach in accordance with applicable ICAO SARPs and guidance materials. (2) Hong Kong, China continues to support initiatives adopting emerging technologies in accordance with ICAO SARPs and guidance materials. For example, ongoing effort has been made in formulating the legislative framework for Advanced Air Mobility (AAM) to enable the safe and efficient aviation operations that encompasses the use of emerging technologies such as unconventional aircraft taking into account relevant guidance including SARPs in ICAO Annex 6 Part IV etc.
Macao, China	Action In Progress	Action In Progress	Macao, China has been adopting emerging technologies in accordance with ICAO SARPs and guidance materials to support various performance-based operations as well as applicable ASBU elements as identified in APAC Regional Seamless Plan. With regards to gender equality, AACM has communicated and encouraged the aviation stakeholders in Macao to enhance gender equality through capacity building to cultivate female aviation professionals, the home carrier of Macao, China has earnestly taken the gender equality initiative by ensuring fair recruitment process to enhance gender balance in the workforce as well as to provide opportunities for female personnel to engage in more technical positions in its operations department.
Cook Islands	To Commence	To Commence	Cook Islands to review ICAO Strategic Plan and develop a National Aviation Safety Plan
Fiji	Action In Progress	Action In Progress	Fiji fully supports the Conference's call to embrace sustainability, resilience, and inclusivity in shaping the future of aviation. We are committed to aligning our national efforts with ICAO's strategic objectives. Update: Fiji is progressing adoption of digital regulatory systems in line with ICAO SARPs and guidance and continues to promote gender equality in all areas. We are pleased to report, nearly 50% female representation in air traffic control roles.
India	Not Applicable	Not Applicable	Noted
Indonesia	Action In Progress	Action In Progress	Indonesia supports this theme by accommodating it through policies in the DGCA Mid-Term Strategic Plan.
Japan	Action In Progress	Action In Progress	Enhancing sustainability and efficiency is a crucial challenge for the further development of civil aviation, and Japan is actively working to introduce new technologies, such as SAF and advanced air mobility. We will continue to advance these efforts while ensuring safety based on ICAO SARPs and related guidelines. Japan enacted the "Basic Act for a Gender-Equal Society" in 1999 and has since actively addressed gender equality. In 2024, the Ministry of Land, Infrastructure, Transport and Tourism established the Working Group for Promoting Women's Participation in Pilots and Aircraft Mechanics to promote womens' active engagement in these fields, and has compiled necessary measures to be taken in the future.
Kiribati	To Commence	To Commence	noted and support the actions
Lao PDR	To Commence	To Commence	Nil
Malaysia	Action In Progress	Action In Progress	The Civil Aviation Authority of Malaysia (CAAM) fully supports the theme "Shaping the Future of Aviation: Sustainable, Resilient, and Inclusive." In line with the Conference's call to action, CAAM encourages all States, aviation administrations, international organizations, and industry stakeholders to: - Embrace emerging technologies in compliance with ICAO Standards and Recommended Practices (SARPs) and guidance materials. - Strengthen gender equality initiatives and align efforts to meet ICAO's strategic objectives, ensuring a sustainable and inclusive future for aviation. - Collaborate globally to achieve long-term environmental sustainability in aviation for the next 80 years and beyond. - CAAM remains committed to advancing these goals in Malaysia's aviation sector, fostering innovation, resilience, and inclusivity in line with global aviation standards.
Maldives	Action In Progress	Action In Progress	1) The Maldives is actively embracing innovative and emerging technologies, particularly in the areas of Air Traffic Management (ATM) and airport operations. We are committed to continuing this transition in alignment with ICAO SARPs and guidance materials. 2) The Maldives remains steadfast in advocating for gender equality across all levels of the aviation sector. We recognize that inclusivity is essential to building a resilient and forward-looking aviation industry, and we will continue to promote equal opportunities and representation for all.
Mongolia	Action In Progress	Action In Progress	Action 1: By Order No. A/26 of the Minister of Road and Transport dated 4 February 2025, the "Action Plan for the Implementation of the Declaration Adopted at the Second Asia and Pacific Ministerial Conference on Civil Aviation (Delhi Declaration)" for the period 2025-2027 was approved. Based on this plan, the Director General of the Civil Aviation Authority of Mongolia approved the "2025 Action Plan for the Implementation of the

State/Administration	Action 1	Action 2	Remarks or supplementary information for Action Item 59/1
			Declaration Adopted at the Second Asia and Pacific Ministerial Conference on Civil Aviation (Delhi Declaration)” by Order No. A/141 dated 6 May 2025. Action 2: The Civil Aviation Authority of Mongolia has incorporated provisions to ensure the implementation of gender equality legislation into its Internal Labour Regulations and the Employment Contracts concluded with its staff. In addition, the “2025 Gender Equality Action Plan of the Civil Aviation Authority of Mongolia” was approved by the Director General on 14 March 2025 and is currently being implemented, with an implementation progress of 50 percent.
Nauru	Action In Progress	Action In Progress	Nauru Civil Aviation Authority has commenced efforts to adopt emerging technologies, including collaboration with international partners on communication and surveillance systems, and ongoing development of regulatory frameworks in line with ICAO SARPs. Efforts are also ongoing to promote gender equality through inclusive recruitment and participation in regional training programs, while environmental sustainability is being incorporated into infrastructure planning, such as the runway upgrade project with environmental safeguards in place.
Nepal	Action In Progress	Action In Progress	Action in progress, lots of initiative has been taken
New Zealand	Action In Progress	Action In Progress	Both actions in process
Pakistan	Action In Progress	Completed	PCAA ensures the implementation of ICAO Standards by incorporating them into relevant regulations. 1. The formulation of UAV (Unmanned Aerial Vehicle) regulations is currently underway with the objective of promoting and safely integrating emerging technologies into the national airspace. The UAV IT framework has been successfully developed, placing the State in a strong position to implement a comprehensive regulatory structure. From an airworthiness perspective, this includes the development of registration requirements, certification standards, continued airworthiness requirements, and oversight mechanisms to ensure safety, reliability, and compliance of UAV operations in accordance with international best practices. 2. In line with the strategic objectives of ICAO related to environmental protection PCAA is updating its State Action Plan. Additionally, PCAA is hosting a State Action Plan workshop in coordination with ICAO APAC office in June – July 2025 which will also help it and other states, in the region, in developing / updating their State Action Plans. PCAA has synchronized its initiatives with ICAO’s long-term objectives of promoting gender equality, environmental sustainability, and the growth of the activation sector. The National Aviation Policy (NAP) 2023 highlights the significance of gender equality with in the aviation industry, recognizing the need to increase women’s participation in aviation. PCAA has already initiated efforts in this direction by employing female inspectors in all domains which will contribute to fostering a more inclusive and diverse work force, while also supporting the creation of a sustainable future for globe air travel. Furthermore, collaborative efforts are underway with other agencies to address the matter (e.g. UN Women Pakistan).
Palau	To Commence	To Commence	Palau is working on this SARPS
Papua New Guinea	Completed	Completed	1. Annex 1 to 19 CC's are at 100% and continuously monitored. 2. CASA PNG GEDSI Policy has been established and implemented.
Philippines	Action In Progress	Action In Progress	The Philippines has been continuously improving its services to maintain a globally competitive aviation industry that also focuses on welfare and convenience, and to improve inclusive economic growth, beneficial to the country, through its use of emerging technologies in the aviation sector, and its strict compliance with both international and local standards and laws, particularly through Cybersecurity and Cyber Resilience; and transition of its operations and digital services to energy-efficient cloud-based solutions to help reduce CAAP’s digital carbon footprint The Philippines has been actively supporting ICAO's Gender Equality initiative by continuing its efforts to promote a diverse and inclusive aviation workforce and implements activities to support gender equality such as the conduct of annual celebrations in observance of Women’s Month; gender awareness program; installation of breastfeeding stations in airports; provision of diaper changing facilities and toddler’s nook in airports; gender sensitivity training sessions; and introduction of Gender and Development (GAD) topics in training courses. These initiatives reflect the country’s commitment to inclusivity, gender equity, and sustainable development within the civil aviation sector.
Republic of Korea	Completed	Completed	1. ROK adopts new and innovative technologies in accordance with ICAO SARPs and guidance materials. 2. ROK continues its efforts to improve gender equality in aviation via a) putting priority on the selection process of fellowship and scholarship training opportunities for developing countries; b) conducting an annual training course only for the women in aviation 3. ROK also continues its efforts to support environmental sustainability, ICAO LTAG 2050, and SAF production and deployment by: a) establishment of National SAF regulatory framework with phased implementation roadmap b) making the usage of SAF in line with SAF Global Framework
Samoa	To Commence	To Commence	Submissions completed and in progress

State/Administration	Action 1	Action 2	Remarks or supplementary information for Action Item 59/1
Singapore	Completed	Completed	N.A.
Sri Lanka	Action In Progress	Action In Progress	Latest technologies are employed in ATM , CNS infrastructure, Aviation Security, AE Operation, in aviation infrastructure development in the State aligning with the Sri Lanka Air Navigation Plan.
Thailand	To Commence	Action In Progress	1. Thailand is committed to adopting emerging technologies in accordance with ICAO SARPs and guidance materials to enhance aviation safety, efficiency, and sustainability. 2. Thailand has actively promoted gender inclusivity within the aviation sector. As part of its national aviation workforce study, CAAT has specifically addressed the role of women in aviation through dedicated research and analysis. A technical paper focusing on female aviation professionals in Thailand was developed and published to raise awareness and support policy dialogue on enhancing gender balance.
Timor Leste	To Commence	To Commence	adoption of the emerging technologies essential to the aviation working Environment Timor-Leste Shall commencing to adopt provision on ICAO SARPS as guidance for implementing of technologies in aviation related activities. Gender Equality is one of the main strategic goals not only in aviation but in all strategic areas of the country as Inclusivity is highly considerable resources for the development and implementation of the strategic plan
Vanuatu	To Commence	Not Applicable	Action 1 - we are reaching out for donor assistance to further progress this. Action 2 - we are working with our Ministry who have taken the lead on improving gender equality by setting up committees to promote this. We will be reviewing our Ministry Corporate Plan in August 2025 to synchronize efforts on achieving ICAO strategic goals in an environmentally sustainable manner.
Viet Nam	To Commence	Action In Progress	Viet Nam agrees is striving towards the goals.

AGENDA ITEM 3 : AVIATION SAFETY

Action Item 59/3

Recognizing the significance of data sharing in the Region to enhance safety, the Conference encouraged States/Administrations to:

1. enhance cooperation in data collection and usage for monitoring progress of the NASP and NANP;
2. identify and share types of data inline with the development of data protection schemes;
3. explore opportunities for collaboration and participation in the regional data-sharing initiatives; and
4. encourage the sharing of safety data and safety information experiences and lessons learned from various data sharing initiatives.

Responses on Action Item 59/3

State/Administration	Action 1	Action 2	Action 3	Action 4	Remarks or supplementary information for Action Item 59/3
Afghanistan	To Commence	To Commence	To Commence	To Commence	
Australia	Completed	Completed	Completed	Completed	Australia recognises the benefit of data sharing and its contribution to analysis that informs aviation safety related decision making. Australia encourages States to ensure that data-sharing arrangements are consistent with applicable information and data protection obligations, which vary from State to State.
Bangladesh	Action in progress	Action in progress	Action in progress	Action in progress	Bangladesh supports the Action Item 59/3. • Action 1: Bangladesh is willing to share its experience in the future regarding the implementation of the NASP and NANP and data-driven state safety management. • Action 2: Bangladesh is revising its SSP and NASP after industry consultation to retain a balance between trust and collaboration while retaining service provision accountability for meeting safety performance standards. • Action 3: Bangladesh supports the regional data-sharing initiatives. • Action 4: Bangladesh supports various data sharing initiatives.
Bhutan	Completed	Action in progress	To Commence	Completed	N/A
Brunei Darussalam	Action in progress	Action in progress	Action in progress	Action in progress	NIL

State/Administration	Action 1	Action 2	Action 3	Action 4	Remarks or supplementary information for Action Item 59/3
Cambodia	Action in progress	Action in progress	Action in progress	Action in progress	
China	Action in progress	Action in progress	Action in progress	Action in progress	<p>Submit accident and serious incident data to ICAO in accordance with the requirements of Annex 13;Assign personnel to participate in the OVSG to review accident and serious incident data occurring in China.</p> <p>Establish data protection mechanisms for different types of data in accordance with the requirements of Annex 19, such as: Safety Information Protection Management Procedures、 Flight Operations Quality Monitoring (FOQA) Data Protection Requirements.</p> <p>Exploring opportunities for collaboration and participation in regional data-sharing initiatives.</p> <p>Encourage the sharing of aviation safety data, safety information, experiences, and lessons learned across various data-sharing initiatives through multiple channels, including: Incident reporting/management systems、 Shared platforms, Voluntary reporting systems.</p>
Hong Kong, China	Action in progress	Action in progress	Action in progress	Action in progress	<p>For Action 1, The NASP of Hong Kong, China (i.e. HK-NASP) includes specific goals (i.e. Goal 4, which aims to promote safety collaboration with partners in the APAC region and support ICAO's initiatives to raise the regional safety oversight capability, and Goal 5 which encourages the participation in industry safety programmes and safety information sharing networks by HK industry.) Implementation progress of actions are monitored in our periodic safety reviews.</p> <p>For Action 2 & 3, Hong Kong, China shares safety information with international organizations under appropriate safety information protection arrangements for safety analysis to drive safety improvements. De-identified safety information regarding incidents and occurrences are shared with aircraft operators to prevent recurrences. When there are genuine safety needs to do so, the safety information of non-conformance with ATC procedures of non-HK aircraft operators may be shared with the respective authorities for assessment of safety actions.</p> <p>For Action 4, Hong Kong, China is supportive to safety information sharing initiatives and is actively sharing such information to drive safety improvements as above.</p>
Macao, China	To Commence	To Commence	To Commence	To Commence	Noted.
Cook Islands	To Commence	To Commence	To Commence	To Commence	Cook Islands requests assistance to action this item
Fiji	To Commence	To Commence	Action in progress	To Commence	<p>Fiji supports enhanced regional cooperation in aviation safety data sharing to improve collective oversight and monitoring. We acknowledge the importance of data protection and responsible sharing practices aligned with ICAO initiatives.</p> <p>Update: Fiji is currently finalising its National Aviation Safety Plan (NASP) and is strengthening internal safety data reporting processes and continues to participate in regional data-sharing initiatives through APRAST frameworks.</p>
India	Action in progress	Not Applicable	Not Applicable	Not Applicable	DGCA India has developed its third edition of National Aviation Safety Plan (NASP) 2024-28 based on the safety data collected under Safety data collection & processing System (SDCPS) .
Indonesia	Action in progress	Action in progress	Action in progress	Action in progress	<p>Indonesia is actively participating as a data contributor in the regional data sharing initiative.</p> <p>A significant step began with the signing of a Memorandum of Understanding (MoU) on October 16, 2024, by Indonesia, Malaysia, the Philippines, Singapore, and Thailand. This Memorandum of Understanding (MoU) launched the Regional Aviation Safety Data and Information Sharing Initiative. Furthermore, Indonesia is in the process of developing a database format to accommodate the data requests of the regional data sharing initiative.</p> <p>Indonesia supports initiatives related to data collection for the monitoring of the National Air Navigation Plan (NASP) and the Regional Asia/Pacific Air Navigation Plan (NANP). This support reflects Indonesia's commitment to enhancing air navigation services through evidence-based planning and performance tracking. In line with the APANPIRG/35 Conclusion, Indonesia is currently in the process of updating its NANP, aligning it with the latest guidance provided in the Asia/Pacific Seamless Air Navigation Services (ANS) Plan Version 4.0. This update aims to ensure consistency with regional objectives and to advance the</p>

State/Administration	Action 1	Action 2	Action 3	Action 4	Remarks or supplementary information for Action Item 59/3
					implementation of a seamless, harmonized air navigation system across the Asia/Pacific region. Indonesia has established a National Law on Personal Data Protection. This overarching legal framework governs data protection in Indonesia, including principles for cross-border data transfers, ensuring that data sharing aligns with national legal requirements. While not aviation-specific, it provides the fundamental legal basis for data protection schemes.
Japan	Action in progress	Action in progress	Action in progress	Action in progress	Japan has established its own NANP. Japan is currently in the process of developing its NASP with the goal of completing it by FY 2025, and is working to ensure that its contents meet the international requirements.
Kiribati	Not Applicable	Not Applicable	To Commence	To Commence	noted and support the actions
Lao PDR	Action in progress	To Commence	To Commence	To Commence	Lao PDR is ongoing for initial drafting of National Aviation Safety Plan (2025-2030)
Malaysia	Completed	Completed	Completed	Completed	Malaysia acknowledges the importance of data sharing in strengthening aviation safety across the Asia-Pacific region. In line with the Conference's encouragement, Malaysia has actively participated in a data-sharing collaboration with five States, focusing on the exchange of safety data and information. This initiative serves as a platform to objectively improve safety outcomes in the APAC region by enabling joint analysis, fostering transparency, and promoting the application of lessons learned. Through this partnership, Malaysia remains committed to enhancing regional cooperation and supporting the effective implementation of the NASP and NANP frameworks.
Maldives	Completed	Action in progress	Action in progress	Action in progress	NASP developed and published. The data requirements in the NASP are based on ICAO GASP principles. Data collection and sharing are in the early stages.
Mongolia	Action in progress	Action in progress	Action in progress	Action in progress	<p>In alignment with the Global Aviation Safety Plan (GASP) 2025–2028, the National Aviation Safety Plan (NASP) is being revised and is planned to be approved by the Minister of Road and Transport.</p> <p>Safety information/data is being regularly reported to the ICAO APAC Regional Office, and the Civil Aviation Authority of Mongolia is currently updating its internal procedures for the collection, analysis, storage, and dissemination of safety information/data. In addition to providing regular safety information to MAAR and other ICAO regional bodies and working groups, the Civil Aviation Authority of Mongolia also maintains the regular exchange of safety information/data with the Region.</p> <p>The draft “National Aviation Safety Plan of Mongolia, 2025–2028” (first version) has been developed by the Civil Aviation Authority and was published on the official website (www.mcaa.gov.mn) on 16 June 2025 for stakeholder consultation. In accordance with Article 62 of the General Administrative Law, the draft will be open for public comments for 30 days before submission for approval by the Ministry of Road and Transport.</p> <p>In 2025, the Civil Aviation Authority compiled a safety database containing safety data recorded by sector stakeholders and safety data recorded in accordance with “MCAR Part 12 – Reporting of Accidents, Incidents and Statistics” for the period 2018–2025. This database has been analysed using indicators for occurrences identified as National High-Risk Categories (N-HRCs) under the GASP, Asia-Pacific Regional Aviation Safety Plan (AP-RASP) and NASP.</p> <p>By Order No. A/228 of the Director General dated 26 August 2022, the “Seamless Sky 2030” Medium-Term Strategic Plan (NANP) was approved, which includes policies and strategies for the implementation of air navigation services, the establishment of a safety management system, and the development of a safety information-sharing mechanism.</p> <p>The draft “State Safety Programme (SSP) of Mongolia,” which is to be approved by Government Resolution, defines the objective to establish a sector-wide safety information-sharing mechanism. Administrative oversight bodies, inspection units, and certificate holders operate in accordance with their approved internal procedures, ensuring consistency in the transmission of safety information among all sector participants.</p> <p>Once the SSP is approved, these procedures will be institutionalized at the sectoral level, enabling members of the State Aviation Safety Council to conduct effective nationwide analysis and safety assurance activities. The regulatory framework for ensuring the confidentiality and protection of safety information is defined in the SSP and in the internal SMS procedures of certificate holders, in line with ICAO Annex 19, and is strictly observed across the sector.</p>

State/Administration	Action 1	Action 2	Action 3	Action 4	Remarks or supplementary information for Action Item 59/3
					<p>Objective 4 of the SSP includes Mongolia’s commitment to cooperate with the ICAO Regional Aviation Safety Group (RASG) to strengthen aviation safety oversight. Specifically, Objective 4.2 states that Mongolia will provide the AP-RASG with safety risk information, safety performance indicators, and performance reports related to aviation operations upon request.</p> <p>In addition, the State Safety Council member, the Aircraft and Railway Accident Investigation Bureau (AAIB), submits information on aircraft accidents and incidents to ICAO through the ECCAIRS system.</p> <p>Both the SSP and NASP set out requirements for safety information-sharing mechanisms, including measures for promoting a positive safety culture across the sector and establishing a risk-based safety management system for Mongolia based on the analysis of the collected safety data.</p>
Nauru	Action in progress	To Commence	To Commence	Action in progress	Nauru has initiated internal discussions to align safety data collection with NASP goals. However, engagement in regional data-sharing platforms is limited due to capacity constraints. Further technical support and guidance on data protection and sharing frameworks would support implementation. We are exploring avenues to join regional collaborations facilitated by ICAO and PASO.
Nepal	Action in progress	Action in progress	Action in progress	Action in progress	Sharing safety data and information In different working group of ICAO APAC, COSCAP-SA and program organized by EASA.
New Zealand	To Commence	To Commence	Action in progress	Action in progress	Action 3+4 ongoing
Pakistan	Action in progress	Action in progress	To Commence	Completed	<p>Enhancement in cooperation in data collection is in progress currently.</p> <p>1. PCAA has developed NASP for 2022-2025 and is being monitored accordingly through SDCPS, review of the same is in progress and amendments made by ICAO will be implemented in the new version of the Plan.</p> <p>2. PCAA is sharing Bird Strike / wild-life encounter and LHD. Moreover, data sharing on MORs/VORs is also in process.</p> <p>3. Regional data sharing is not yet initiated but plan is in hand.</p> <p>4. PCAA has submitted a DP on the subject “SHARING SAFETY DATA ACROSS APAC STATES: A FRAMEWORKFOR EFFECTIVE DATA EXCHANGE” in the forthcoming 60th DGCAA Conference. Moreover, PCAA is also engaged with EASA for technical assistance in this regard.</p>
Palau	To Commence	To Commence	To Commence	To Commence	
Papua New Guinea	Completed	Completed	Completed	Completed	<p>1. PNG has established a NASP and NANP (PBN, ADSB).</p> <p>2. Actions 2 to 4 - PNG actively participates in ICAO international and regional meetings.</p>
Philippines	Action in progress	Action in progress	Action in progress	Action in progress	<p>The ATS-SMS enhanced data collection thru safety management system implementation (SMSI) activities. Since conducting SMSI activities, the ATS-SMS received substantial number of safety occurrence reports (SORs) which were used in promoting safety in the provision of Air Traffic Service by crafting safety assessment when trending SORs are observed and spearheading stakeholders meeting with aircraft operators when trending SORs are related to aircraft operations.</p> <p>The CAAP-ATS regularly organizes meetings to exchange information and opinions on safety management, enhancing trust and collaboration between the government and service providers for effective data-sharing implementation management.</p> <p>CAAP created a technical working group, who are tasked to develop the Civil Aviation Master Plan (CAMP).</p>
Republic of Korea	Completed	Completed	Completed	Completed	The Republic of Korea actively participated in the planning and execution of the Asia-Pacific Regional Safety Management Seminar in February 2025, sharing its experiencesand lessons learned from safety data and safety information sharing.
Samoa	Action in progress	To Commence	Action in progress	Action in progress	Samoa unfortunately were not able to attend the 59th DGCA however, the State through our Pacific Aviation Safety Office and through guidance from our Pacific Liaison Office are commencing establishing and are very committed to working collaboratively and be able to participate

State/Administration	Action 1	Action 2	Action 3	Action 4	Remarks or supplementary information for Action Item 59/3
Singapore	Completed	Completed	Completed	Completed	Singapore is developing a data management system to enable streamlined data collection, usage and management in implementing and monitoring performance of critical plans like the NASP and NANP. Following the MoU for Regional Data Sharing signed on the sidelines of DGCA/59, Singapore has commenced working with Indonesia, Malaysia, Thailand and the Philippines to share data for seven predefined occurrence categories.
Sri Lanka	Completed	Action in progress	Action in progress	Action in progress	CAASL has established systems to collect data and is continuously sharing data & lessons learnt with industry and relevant States.
Thailand	Action in progress	Completed	Action in progress	Action in progress	<p>Thailand supports the advancement of regional data sharing to enhance aviation safety. Since the signing of the MoU, Thailand has been actively leading efforts under the Regional Data Sharing Initiative as the Data Custodian.</p> <p>1. Data collection and usage: Thailand systematically collects safety data across high-risk categories and uses this data to support the development and monitoring of the Thailand Aviation Safety Action Plan (TASAP), which aligns with the Regional Aviation Safety Plan (RASP). This approach ensures that safety initiatives are data-driven and targeted at national safety priorities.</p> <p>2. Data protection: Thailand has implemented a national safety data and safety information protection scheme. The Requirements of Safety Data and Safety Information Protection have been published and enforced to ensure that civil aviation organizations protect the data they generate or hold. In parallel, CAAT personnel are required to adhere strictly to internal protocols to protect safety data and information collected through oversight and reporting mechanisms. Standardized occurrence types and strong de-identification processes have been established, with refinements made to improve the data template.</p> <p>3. Collaboration and expansion: Opportunities to broaden participation are being explored, with ongoing efforts to promote the initiative and encourage more States to engage.</p> <p>4. Sharing experiences and lessons learned: Challenges and improvements related to data quality and structure have been openly shared among States during recent meetings, strengthening regional cooperation and mutual learning.</p>
Timor Leste	To Commence	To Commence	To Commence	To Commence	Timor-Leste been involved as observer for the Safety Data Sharing Initiatives. therefore, this initiative should continue to improve cooperation and to enhance safety of the aviation in the region.
Vanuatu	To Commence	To Commence	To Commence	To Commence	This is still to be established in the Pacific Region. However, discussions on data sharing are underway and progress should start later this year 2025.
Viet Nam	Action in progress	Action in progress	Action in progress	Action in progress	Viet Nam recognizes the value of data sharing platforms, including ICAO's ADREP/ECCAIRS and regional mechanisms. Viet Nam is now promulgating a new Civil Aviation Law to be submitted to the National Assembly by the end 2025, including provisions to enhance national and regional data sharing capabilities. Viet Nam is taking steps to integrate voluntary and mandatory occurrence reporting into a centralized safety database.

Action Item 59/4

- Based on the recognised elements of safety promotion, the Conference encouraged:
- States/Administrations to:
 - identify and address the specific challenges that authorities may face in effectively implementing the safety promotion component of Annex 19;
 - develop guidelines for selecting safety promotion topics, methods of prioritizing and methods of measuring the effectiveness;
 - emphasize the importance of securing sufficient human resources and appropriate tools to support effective safety promotion; and
 - EASA to share its safety promotion methodology at the next meeting of the ICAO Safety Management Panel (SMP).

Responses on Action Item 59/4

State/Administration	Action 1 a)	Action 1 b)	Action 1 c)	Action 2	Remarks or supplementary information for Action Item 59/4
Afghanistan	To Commence	To Commence	To Commence	To Commence	As I mentioned in my before messages, the main problems which we face is sanctions of UN and ICAO that we cannot participate to the ICAO workshops, events, conferences, meetings and trainings.
Australia	Completed	Completed	Completed	Not Applicable	Australia's primary civil aviation legislation, the Civil Aviation Act 1988, expressly specifies a safety promotion function. Australia's aviation safety regulator, CASA, has a mature safety promotion program, including a dedicated, specialist, communications branch and safety promotion section. This

State/Administration	Action 1 a)	Action 1 b)	Action 1 c)	Action 2	Remarks or supplementary information for Action Item 59/4
					<p>program is supported by extensive safety data analysis and identification of safety trends that helps inform prioritisation and commitment to safety promotion.</p> <p>Australia welcomes the EASA offer to share its safety promotion methodology with the ICAO Safety Management Panel (SMP). Australia is represented on the ICAO SMP and is keenly interested in how the European process may differ from that undertaken in Australia, and to learn from and adopt any strategies that represent best practice in the development of safety promotion.</p>
Bangladesh	Action in Progress	To Commence	Action in Progress	Not Applicable	<ul style="list-style-type: none"> • Action 1 (a): Bangladesh is currently and actively trying to identify and address the challenges in implementing the safety promotion component of Annex 19. • Action 1 (b): Bangladesh is developing guidelines for selecting safety promotion topics, methods of prioritizing and the methods of measuring the effectiveness. • Action 1 (c): Bangladesh is actively considering securing sufficient human resources and appropriate tools to support effective safety promotion. • Action 2: Noted.
Bhutan	Action in Progress	Action in Progress	Action in Progress	Not Applicable	N/A
Brunei Darussalam	Action in Progress	Action in Progress	Action in Progress	Action in Progress	NIL
Cambodia	Action in Progress	Action in Progress	Action in Progress	Action in Progress	We are working on Action 2
China	Action in Progress	Action in Progress	Action in Progress	Action in Progress	<p>CAAC places high priority on safety promotion initiatives, particularly in safety awareness campaigns, education and training, and safety culture development. To ensure clear direction, an annual work plan for safety publicity, education, training, and culture-building is formulated. This includes:</p> <p>Conducting qualification reviews and capacity-building programs for safety training institutions;</p> <p>Carrying out ongoing safety warning and awareness activities;</p> <p>Issuing the Guidelines on Strengthening Safety Culture Development and the Safety Culture Assessment Mechanism Guide;</p> <p>Continuously guiding the industry to enhance the effectiveness of safety promotion efforts.</p> <p>Develop and issue a Consultation Notice on the Code of Professional Conduct for Flight Crew Members, encouraging airlines to foster a proactive safety culture by establishing Standards for safety errors and violations, procedures for determining liability and handling disciplinary actions, quantitative management and appeal processes, Safety Performance Indicators (SPI) for continuous monitoring and Integration of crew conduct development into the company's Safety Management System (SMS).</p> <p>Develop next-generation intelligent civil aviation supervision systems and inspector training systems to effectively address challenges caused by inconsistent data across multiple systems and the lack of inspector training records.</p>
Hong Kong, China	Completed	Completed	Completed	Completed	<p>For Action Item 1, Hong Kong, China recognized the importance of safety promotion in driving aviation safety improvement and has thus developed relevant actions under the safety plan of Hong Kong, China (i.e. HK-NASP). Implementation progress is monitored in our periodic safety reviews. Specific challenges relating to suggestions from the DGCA Conference, if any or actions needed to enhance effectiveness of actions will be considered in SSP coordination forums.</p> <p>For Action Item 2, Hong Kong, China will keep in view the relevant job card and work development at the ICAO Safety Management Panel (SMP) and will share our safety promotion methodology when opportunities arise.</p>
Macao, China	Action in Progress	To Commence	Action in Progress	Not Applicable	Macao, China will consider the approach outlined in the paper to enhance internal guidance for selecting safety promotion topics and measuring the effectiveness for effective safety promotion.

State/Administration	Action 1 a)	Action 1 b)	Action 1 c)	Action 2	Remarks or supplementary information for Action Item 59/4
Cook Islands	To Commence	To Commence	To Commence	To Commence	Cook Islands to review and address item
Fiji	Action in Progress	Action in Progress	Action in Progress	Not Applicable	<p>Fiji supports efforts to strengthen the safety promotion component of Annex 19, recognising its role in fostering a robust safety culture. We acknowledge the need for appropriate resources, tools, and frameworks to promote safety effectively across all aviation sectors.</p> <p>Update: Fiji has integrated safety promotion strategies into its State Safety Programme and internal inspector training and is working on targeted communication and the development of sector-specific safety materials.</p>
India	Not Applicable	Not Applicable	Not Applicable	Not Applicable	As part of its safety promotion efforts, the DGCA, India publishes Annual Safety Review, which presents an analysis of safety data collected by various departments. This includes an assessment of scheduled aircraft accidents worldwide involving aircraft exceeding 5,700 kg, providing valuable insights for stakeholders.
Indonesia	Action in Progress	Action in Progress	Action in Progress	Action in Progress	<p>Recognizing the importance of safety promotion, Indonesia has proactively developed and regularly implemented a range of initiatives aimed at enhancing safety awareness and communication. These initiatives outreach Podcast, social media platforms, Technical Meetings, the Inspector Training System (ITS), Focus Group Discussion (FGD)/Workshop/Seminar, Safety Bulletin, Socialization.</p> <p>In order to implement the safety promotion effectively, DGCA has identified budget allocation and human resources as the main challenges.</p> <p>It was conveyed that currently to implement the safety promotion component in Annex 19 and Indonesia National Regulation concerning Safety Management System, The Directorate General of Civil Aviation has established SMS training in the Inspector Training System (ITS) to ensure the competency of aviation inspectors.</p> <p>The Directorate General of Civil Aviation cooperates with related regional and international aviation safety institutions for training and consultation purposes to improve aviation safety.</p>
Japan	Completed	Completed	Completed	Action in Progress	<p>1. Japan is undertaking the following initiatives:</p> <p>(a) To ensure the effective function of the SSP, an annual implementation plan is formulated and addressed.</p> <p>(b) Safety promotion is clearly stipulated in the SSP, and related efforts are being carried out accordingly.</p> <p>(c) The SSP describes the assignment of personnel and the development of necessary tools for safety promotion.</p> <p>2. Japan has been listed as an endorser of the working paper prepared by EASA at the 7th meeting of the ICAO Safety Management Panel, and plans to engage in discussions on the classification and incidence analysis of human factors and human performance.</p>
Kiribati	To Commence	To Commence	To Commence	Not Applicable	actions noted and supported
Lao PDR	To Commence	To Commence	To Commence	To Commence	Nil
Malaysia	Action in Progress	Action in Progress	Completed	Not Applicable	CAAM utilising its digital platform in promoting safety promotion through its website (Safety Information) and social media platform on safety promotion
Maldives	To Commence	To Commence	To Commence	To Commence	Not yet started
Mongolia	Action in Progress	Action in Progress	Action in Progress	To Commence	<p>In connection with the entry into force of the revised Civil Aviation Act of Mongolia on 1 January 2025, the relevant amendments to the Civil Aviation Regulations (MCARs) have been prepared and submitted to the Ministry of Road and Transport for approval. The safety management policies and regulatory provisions have been incorporated into MCAR Part 100 “Safety Management” in compliance with ICAO Annex 19.</p> <p>In accordance with Article 9.3 of the revised Civil Aviation Act, the civil aviation authority shall ensure that adequate human and financial resources are maintained to effectively and continuously implement safety oversight and aviation security oversight functions.</p> <p>By Order No. A/340 of the Director General of the Civil Aviation Authority dated 2022, the “Human Resources Strategy” of the Authority was approved, and by</p>

State/Administration	Action 1 a)	Action 1 b)	Action 1 c)	Action 2	Remarks or supplementary information for Action Item 59/4
					<p>Order No. A/295 of 2024, the “Comprehensive Competency-Based Training and Social Welfare Programme for Aviation Safety Inspectors” was endorsed and is being implemented.</p> <p>Pursuant to Order No. A/186 of 2024, the “Inspector Training Manual” was approved, and under Order No. A/154 of 2025, the “Procedure for Training Inspectors and Staff of the Civil Aviation Authority of Mongolia” was approved. These regulations are being implemented to ensure the continuous training and development of staff. Under Order No. A/240 of 2022, the “Human Resources Strategy” of the Civil Aviation Authority was approved, setting the goal to establish a competency-based human resources system. Within this framework, actions have been planned to expand and support the operations of the Aviation Training Centre. The Aviation Training Centre organized the international “Training Instructor Course” 212/002/TIC EN to qualify instructors to deliver ICAO standardized training packages (STPs), successfully certifying 10 instructors with ICAO instructor credentials. And to enhance the aviation safety knowledge and competencies of all sector personnel, a unified three-tier aviation safety training programme was developed and approved: “Basic Aviation Safety Training for Senior Managers” (24 hours), “Basic Aviation Safety Training for Operational Staff” (24 hours), and “Basic Aviation Safety Training for Core Aviation Safety and Quality Personnel” (32 hours). As part of its skilled workforce development activities, the Aviation Training Centre plans to organize, for the first time in Mongolia, the following ICAO courses in the second half of 2025: ICAO Government Safety Inspector Operations — Air Operator Certification ITP/FSM/GSI OPS/005EN, ATM/CNS Computer Networking 169/219/COM MTC ACNET, and Human Factors and Error Management in Aviation Maintenance STP/FSM/209/HFEMAM/257EN.</p> <p>The European Union Aviation Safety Agency (EASA) Representative Office for North Asia has proposed that the next official meeting between the Civil Aviation Authority of Mongolia and EASA will be held during the ICAO Asia/Pacific Directors General of Civil Aviation Conference to be hosted in Sendai, Japan, from 28 July to 1 August 2025. The discussions will be finalized with Ms. Maria Rueda, EASA Director for Safety Management, Sustainability and Global Accessibility, who will attend the conference on behalf of EASA.</p>
Nauru	Action in Progress	To Commence	Action in Progress	Not Applicable	Nauru recognizes the need to strengthen its safety promotion strategy and is currently working with PASO and ICAO PSIDS to build capacity. Limited staffing and tools are a constraint, but efforts are ongoing to identify challenges and develop a structured safety promotion plan. At this stage, Nauru does not have a developed methodology to present at the SMP.
Nepal	Action in Progress	Action in Progress	Action in Progress	Action in Progress	Various safety promotion workshops and seminars are being conducted
New Zealand	To Commence	To Commence	Action in Progress	Not Applicable	In progress
Pakistan	Action in Progress	Action in Progress	Action in Progress	Action in Progress	<p>In alignment with the recognized elements of safety promotion highlighted in the 59th DGCA Conference, the Pakistan Civil Aviation Authority (PCAA) has taken a multifaceted and progressive approach to enhance its safety promotion framework. Recognizing the operational, resource, and institutional challenges, the following consolidated initiatives are currently underway across technical domains:</p> <p>1. Addressing Implementation Challenges and Human Resource Gaps: A recurring challenge identified across domains is the shortage of trained inspectors and technical personnel for sustained safety promotion activities. To address this, PCAA has implemented measures such as extending the retirement age of Flight Inspectors to 70 years and hiring experienced personnel and consultants to support awareness and compliance strategies. These efforts ensure continuity, experience retention, and targeted expertise in safety promotion implementation.</p> <p>2. Development of Contextual and Targeted Safety Promotion Programs: Customizable safety promotion programs are being designed for Approved Training Organizations (ATOs), focusing on high-risk areas including flight training operations, maintenance, and air traffic services. The programs emphasize local operational realities and are being developed in collaboration with industry stakeholders. A national safety promotion framework is also under development in coordination with the SSP branch, with focus areas such as pilot training standards and continuing education for licensed personnel.</p> <p>3. Data-Driven Approach: PCAA is leveraging its SDPS and other reporting mechanisms (e.g., Mandatory Occurrence Reporting (MOR), Flight Data Monitoring (FDM), and audit surveillance) to identify safety promotion themes based on trends and performance indicators. Topics such as GNSS interference have emerged from data trends and are currently being addressed through targeted outreach.</p> <p>4. Stakeholder Engagement and Industry Outreach: PCAA has initiated efforts to institutionalize forums such as the Aerodrome Safety Forum, bringing together aerodrome operators, ANSPs, ground handlers, and</p>

State/Administration	Action 1 a)	Action 1 b)	Action 1 c)	Action 2	Remarks or supplementary information for Action Item 59/4
					<p>experts to strengthen SMS implementation at aerodromes. Seminars such as the December 2024 ‘Just Culture’ event have also been organized to promote safety culture and encourage proactive reporting and risk identification.</p> <p>5. International Collaboration and Capacity Building: To overcome resource constraints and enhance technical capabilities, PCAA is forging partnerships with international bodies, including EASA and regional training providers. These collaborations aim to share safety promotion tools, technical training programs, and good practices across the State.</p> <p>6. Promotion Linked to Regulatory Evolution: Amendments to national regulations derived from updates in ICAO Annexes are accompanied by safety promotion activities to ensure effective understanding and implementation by the industry.</p> <p>This consolidated approach reflects PCAA’s commitment to embedding safety promotion as a core element of its State Safety Programme (SSP), with continued focus on institutional development, stakeholder engagement, measurable results, and alignment with ICAO’s Annex 19 provisions</p>
Palau	To Commence	To Commence	To Commence	To Commence	Palau is working to adopt specific safety regulations
Papua New Guinea	Completed	Completed	Completed	Not Applicable	<p>1. Actions 1a, 1b, 1c: PNG conducts annual Safety and Security conference and has produced terms of reference promoting topics, methods of prioritizing and the methods of measuring effectiveness.</p> <p>2. PNG notes and supports this Action Item.</p>
Philippines	Action in Progress	Action in Progress	Action in Progress	To Commence	<p>Action 1: The primary challenge that an organization may face with regard to safety promotion is the allocation of necessary funding. However, this challenge is addressed because ATS Management provides the appropriate financial support when ATS-SMS hold activities in relation to safety promotion which is one of the pillars of SMS. ATS-SMS conducts two regular SMSI Training every year aside from holding coordination meeting with co-region States, improving our safety profile in the area of large height deviation.</p> <p>The Civil Aviation Authority of the Philippines is compliant with Annex 19 with existing regulations and technical guidance/procedures for its implementation.</p> <p>Action 2: The assistance of EASA will greatly help the State/Administration identify challenges that may lead to the effective implementation and promotion of safety.</p>
Republic of Korea	Action in Progress	Action in Progress	Action in Progress	Not Applicable	..
Samoa	Action in Progress	To Commence	To Commence	Not Applicable	This has been a struggle for the State given the very limited capacity inhouse and very short staffed team within the Authority
Singapore	Completed	Completed	Completed	Not Applicable	<p>Singapore has established a dedicated safety promotion team since year 2022 to sharpen our safety promotion efforts with our stakeholders, including via safety events, ground outreach and digital channels (e.g. CAAS’ online safety publication, The Leading Edge (TLE)). Singapore’s safety promotion efforts are guided by an overarching safety promotion strategy, which is aligned with our State safety objectives.</p> <p>Singapore and other civil aviation authorities in Asia Pacific had participated in an EASA’s Safety Promotion Workshop in November 2024 in Singapore. The participants discussed and exchanged, amongst other matters, the role of safety promotion in improving safety and communication with industry stakeholders; and the organisation of safety promotion in an civil aviation authority.</p>
Sri Lanka	Action in Progress	To Commence	To Commence	Not Applicable	The above actions are noted, and relevant measures will be taken to enhance the safety promotion pillar of SMS/SSP.
Thailand	Action in Progress	Action in Progress	Action in Progress	Not Applicable	<p>1a) Thailand has been actively promoting a positive safety culture by conducting workshops and training sessions for CAAT inspectors and is planning to extend similar sessions to managerial personnel, including departments outside the traditional safety scope (e.g., Legal, Finance). This holistic approach ensures a unified understanding of safety principles across the organization.</p> <p>1b) Thailand applies a structured approach to safety promotion under Thailand Aviation Safety Action Plan (TASAP) by prioritizing topics based on data-driven insights and safety risk assessments.</p>

State/Administration	Action 1 a)	Action 1 b)	Action 1 c)	Action 2	Remarks or supplementary information for Action Item 59/4
					Examples include: - Conducting workshops to strengthen positive safety culture across CAAT and aviation service providers. - Issuing safety promotion materials related to emerging operational risks, including those from systemic safety data trends. - Safety topics are prioritized according to high-risk operational areas, and effectiveness is measured through metrics such as the number of MOR submissions, attendance and feedback from safety seminars, and compliance trends. 1c) Thailand recognizes that effective safety promotion relies on having the right people and tools in place. Securing sufficient human resources and appropriate tools is crucial for effective safety promotion. Thailand's aviation policy emphasizes the continuous development of skilled personnel to meet international standards and foster global collaboration. Additionally, the use of modern safety management tools, such as risk-based surveillance and the State Safety Programme (SSP), ensures proactive safety monitoring and risk mitigation. Together, these resources help maintain a safe, competitive, and compliant aviation system.
Timor Leste	To Commence	To Commence	To Commence	To Commence	Timor-Leste been participating relating to safety promotion training and experiences from the regions. to enhance safety, it is required a good communication and engaging cooperation with the stakeholders to be a good whistleblower or report occurrences to mitigate the safety issues.
Vanuatu	Action in Progress	To Commence	Action in Progress	Action in Progress	Action 1a - we have identified the challenges in safety promotion of Annex 19 and working to address this. Being a small CAA we ensure that there is a team to promote safety through travelling out to our outer islands to conduct awareness as part of our duties when conducting inspections at our aerodromes. A website is up and running where we work towards publishing important safety information. The team ensures any hazards identified are addressed through cooperation with our communities. Operators are encouraged to promote safety through media and reporting any hazards to CAA for further mitigation and promotion of safety across the country. 1b - guidelines are yet to be fully developed based on the trend of occurrences and incident reports received. At this time, we are seeking external technical assistance to help develop these guidelines. Discussions are already underway. 1c - since the devastating earthquake in Vanuatu in December 2024, we are still recovering from this event. We are engaging as much qualified human resources as we can but we also are looking at external technical assistance to ensure we have a road map on promotion topics and measuring its effectiveness. 2 - Vanuatu has reached out to EASA conveying our interest in the ECCAIRS 2 database to incorporate this in our system as a method of supporting safety promotions efforts.
Viet Nam	Action in Progress	Action in Progress	Action in Progress	Action in Progress	Viet Nam is aligning its Safety Oversight functions with a risk-based approach, incorporating performance indicators and proactive safety management practices as per ICAO Doc 9859 and Annex 19. Based on the recognised elements of safety promotion, Viet Nam is promulgating the new Civil Aviation Law to be submitted to the National Assembly by the end 2025, including provisions for the establishment and management of a State Safety Programme. In addition, Viet Nam National Aviation Safety Plan 2025-2028 has been issued in June 2025.

Action Item 59/5 Recognizing the value of the IFALPA Accredited Accident Investigation scheme in the management of safety occurrences, the Conference encouraged States/Administrations to consider the use of IFALPA-related programs and tools for the promotion of positive safety culture.

Responses on Action Item 59/5

State/Administration	Action Item 59/5	Remarks or supplementary information for Action Item 59/5
Afghanistan	To Commence	We will consider the to join the IFALPA
Australia	Not Applicable	Noted.
Bangladesh	To Commence	Bangladesh welcomes any IFALPA-related programs and tools for the promotion of positive safety culture.
Bhutan	In Progress	N/A
Brunei Darussalam	In Progress	NIL
Cambodia	Not Applicable	NA
China	Not Applicable	The Action Item is not applicable as CAAC has not initiated relevant work with IFALPA yet.
Hong Kong, China	Completed	HKCAD recognizes the value of the IFALPA Accredited Accident Investigation scheme in the management of safety occurrences and will continue to support the promotion of a positive safety culture for the air operators, flying training organisations and maintenance organisations through various means. Also, HKCAD remains dedicated to aligning our

State/Administration	Action Item 59/5	Remarks or supplementary information for Action Item 59/5
		practices with the SARPs of ICAO and will continue to work closely with regional and international partners to enhance aviation safety.
Macao, China	Completed	Macao, China appreciated IFALPA has developed a number of programmes to assist States/Administrations in the safe management of personnel-related risks. Macao, China will be mindful of the pool of active line pilots under the IFALPA AAI Scheme and consider appointing IFALPA-Accredited Accident Investigators as advisors where appropriate and necessary.
Cook Islands	To Commence	Request assistance from IFALPA
Fiji	To Commence	Fiji supports, as applicable, the use of internationally recognised tools such as IFALPA's Accredited Accident Investigation outline.
India	In Progress	India follows the procedures given in Annexure 13 of ICAO for Accident Investigation scheme in the management of safety occurrences. Further, IFALPA point has been taken into consideration in all investigations to promote a positive safety culture.
Indonesia	Completed	Indonesia Accident Investigation Authority (KNKT) already has Memorandum of Understanding (MoU) with Indonesian pilot association (Ikatan Pilot Indonesia/IPI), a member of IFALPA. The MoU includes agreement to use IPI manpower as seconded investigator of KNKT and/or technical expert during investigation. In addition, KNKT will share non-disclosure information (e.g. contributing factors and safety recommendation database) to IPI for the purpose of dissemination of safety messages and to improve aviation safety. KNKT has already included several IPI members in KNKT basic investigator training and those members have participated as seconded investigators in KNKT investigation. In 2025, KNKT contributing factors and safety recommendation database will be utilized by IPI to support their safety promotion and accident prevention program.
Japan	In Progress	Japan will continue to consider this matter.
Kiribati	To Commence	noted and support
Lao PDR	To Commence	Nil
Malaysia	In Progress	To note
Maldives	To Commence	Noted
Mongolia	To Commence	Planning for this action is underway.
Nauru	To Commence	Nauru acknowledges the value of IFALPA-accredited programs in strengthening accident investigation capabilities and promoting safety culture. At this stage, Nauru does not utilize IFALPA-related schemes but is open to exploring opportunities through regional partnerships and training programs facilitated by PASO and ICAO.
Nepal	To Commence	Nepal pilots association has been newly formed and trying to establish two way communication with IFALPA, once communications established then CAA Nepal will take initiative in this regards
New Zealand	To Commence	Yet to be started
Pakistan	In Progress	Correspondence is under with IFALPA requesting details of their program and proposals, with a view to benefiting from their experience and technical assistance in the analysis of Mandatory Occurrence Reports (MORs). The data and insights received from IFALPA will also be shared with BASI to support broader safety initiatives. Additionally, a draft Memorandum of Understanding (MoU) is awaited from IFALPA to formalize cooperation and enhance collaboration.
Palau	To Commence	Regulations are in draft form now for review and approval.
Papua New Guinea	In Progress	PNG notes and supports this Action Item.
Philippines	To Commence	The Philippines recognizes the significance of the IFALPA Accredited Accident Investigation scheme in the management of safety occurrences, and supports the call to consider the use of IFALPA-related programs and tools for the promotion of positive safety culture. The AAIB is still reviewing the possible role of pilot associations; however, as they are not accredited representatives under ICAO Annex 13, their involvement should be limited to serving as advisers to the accredited representative.
Republic of Korea	Not Applicable	N/A
Samoa	To Commence	Funding is a challenge
Singapore	Completed	Singapore and IFALPA signed a Memorandum of Understanding in 2024 to work together on the curation and delivery of safety programmes for safety professionals, in areas such as competency development and safety culture. The Singapore Aviation Academy has since collaborated with IFALPA in providing a “Positive Safety Culture” course to provide course participants with the knowledge and skills to foster and cultivate a positive safety culture within an aviation organization, with the next run scheduled for 3 to 4 December 2025.
Sri Lanka	To Commence	The actions are noted, and the necessary actions will be considered and taken to make use of IFALPA for safety promotion activities.
Thailand	To Commence	Thailand recognizes the value of the IFALPA Accredited Accident Investigation scheme and supports the recommendation to use IFALPA-related tools for promoting a positive safety culture. CAAT has proposed integrating these tools into its safety management framework by presenting the concept and program to the National Civil Aviation Safety Board (NCASB), assessing the benefits for accident investigations, and collaborating with stakeholders. This initiative aims to enhance safety culture and improve safety management practices in the aviation sector, effectively assisting in accident investigation of AAIC.
Timor Leste	Not Applicable	no idea for the moment

State/Administration	Action Item 59/5	Remarks or supplementary information for Action Item 59/5
Vanuatu	In Progress	We are awaiting EASA to confirm ECCAIRS 2 database for Vanuatu to incorporate. Our major operators already have safety database systems in place which have assisted in safety promotion. IFALPA is a new concept for us.
Viet Nam	In Progress	Viet Nam acknowledges the constructive role of IFALPA and similar associations in promoting safety. While direct engagement with IFALPA is limited, domestic pilot unions and associations are consulted about safety initiatives, especially those related to flight crew training, fatigue management, and operational safety reviews.

Action Item 59/6 Acknowledging the significance of adopting best practices to enhance safety, the Conference encouraged States/Administrations to share experience through ICAO and appropriate platforms on:

1. recruiting and retaining qualified technical personnel, ideally following guidance on ICAONGAP concept;
2. implementation of SSPs;
3. use of autonomous vehicle technology in airport operations;
4. effective mitigation of risks arising from unauthorised kite flying, laser, and drones;
5. effective oversight in the transport of dangerous goods by air; and
6. integration of AI technologies in aviation.

Responses on Action Item 59/6

State/Administration	Action 1	Action 2	Action 3	Action 4	Action 5	Action 6	Remarks or supplementary information for Action Item 59/6
Afghanistan	To Commence	In Progress	To Commence	Not Applicable	To Commence	To Commence	We will try to do the above recommendations
Australia	Completed	Completed	Completed	Completed	Completed	Completed	<p>A positive safety culture is imperative to having an effective SSP or SMS. Implementing ways to effectively measure safety culture will assist in not only knowing the health of a State's safety culture but also help identify those areas where more attention will further enhance it.</p> <p>Australia supports the promotion of safety occurrence reporting as an enabler of effective safety management both for a State's SSP and service providers' safety management systems.</p> <p>Australia undertakes a number of safety promotion programs with the public around issues such as drones. These include community awareness forums, national drone regulation, free use of drone signage by aerodrome operators, monthly and annual safety forums, newsletters, use of social media, plain English guides, a specialist drone app, and aviation safety messages at major sporting events, among others.</p>
Bangladesh	In Progress	In Progress	To Commence	In Progress	Completed	To Commence	<ul style="list-style-type: none">• Action 1: Bangladesh is actively promoting gender equality and supporting the ICAO Next Generation of Aviation Professionals (NGAP) concept through various State initiatives. These include a scholarship program for women pilots, recruiting and retaining qualified technical personnel and the Train-the -trainer concept.• Action 2: Implementation of SSP is a State priority and Bangladesh is progressing in its implementation process.• Action 3: Use of autonomous vehicle technology in airport operations is a new and emerging technology and Bangladesh is yet to decide on its use.• Action 4: Bangladesh has taken various measures for effective mitigation of risks arising from unauthorised kite flying, laser, and drones.• Action 5: Safety Oversight in the transport of dangerous goods by air are being conducted regularly as ANO 18 and ICAO Guidelines.• Action 6: Bangladesh supports the proposal of integration of AI technologies in aviation.
Bhutan	In Progress	In Progress	To Commence	In Progress	Completed	To Commence	N/A

State/Administration	Action 1	Action 2	Action 3	Action 4	Action 5	Action 6	Remarks or supplementary information for Action Item 59/6
Brunei Darussalam	In Progress	In Progress	To Commence	In Progress	Completed	To Commence	NIL
Cambodia	Completed	In Progress	Not Applicable	Completed	Completed	In Progress	NIL
China	Not Applicable	In Progress	Not Applicable	Not Applicable	In Progress	In Progress	<p>1. In April 2024, CAAC accepted ICAO USOAP-CMA on-site audit. Based on the feedback, two rounds of Corrective Action Plans (CAP) have been submitted, and civil aviation safety oversight system will be improved continuously.</p> <p>2. CAAC sustainably follows up the status and trend of ICAO Annex 19 revision and USOAP evaluation measures evolution. Based on the latest USOAP protocol questions (PQ) released in 2024, CAAC conducted differential analysis especially addressing those newly introduced contents related to SSP, and will promote the continuous improvement of China's civil aviation SSP.</p> <p>3. China has launched a new round of five-year planning, and through the NASP, CAAC will furtherly strengthen the execution of SSP implementation plans and USOAP CAP measures.</p> <p>4. CAAC actively participates in ICAO SMP activities and effectively promotes the improvement of international civil aviation SARPs.</p> <p>5. CAAC has improved the regulatory system for the dangerous goods transport by air, updated the content of the supervision database and upgraded the information system, which helpful to enhance the supervisor's capabilities.</p> <p>6. CAAC has selected 10 large airports nationwide to pilot AI assisted recognition capabilities in manually distinguishing X-ray images.</p>
Hong Kong, China	To Commence	In Progress	Completed	Completed	Completed	In Progress	<p>For Action item 2, Hong Kong China actively shares SSP implementation practices with the region through various ICAO platforms, such as ICAO RASG/APRAST meetings, the ICAO safety management seminar in Feb 2025 etc. We will continue to engage in safety sharing and safety communication with regional partners, and those commitments are documented in the safety plan of Hong Kong China. Eg. under Goal 4: Maintain a close collaboration at a regional level to enhance safety", Hong Kong China has developed actions and targets to promote safety collaboration with partners in this region and support ICAO's initiatives to raise the regional safety oversight capability.</p> <p>HKCAD has also been actively participating and supporting ICAO in this aspect of safety work, particularly through the RASG-APAC and the AP-RAST and other ICAO platforms by sharing our experiences and actively participating in associated working groups. Recently, FSAD supported the AP-RAST SEI WG in drafting Regional Safety Advisory (RSA) No. 25-002 to address lithium battery fires in the passenger cabin.</p> <p>The HKIA is equipped with the unmanned aircraft system detection system in order to mitigate risks from unauthorised drone activities to aerodrome operations. In addition, with a view to mitigating kite flying hazards particularly in the vicinity of aerodromes, the HKCAD has adopted multi-perspective strategies, including posting of safety notices at kite-flying hotspots, promulgation of regulations and safety information on websites, coordination with the law enforcement.</p> <p>The HKCAD from time to time shares the best practices on safe transport of dangerous goods by air through the issuance of Dangerous Goods Advisory Circulars, offering advice on the industry practices developed by local freight forwarding association and review of specific handling procedures with individual non-compliant entities as a part of the CAD's regular oversight activities.</p> <p>In the recent APRAST/23, Hong Kong, China also shared its proactive actions taken to mitigate the safety risks associated with the dangerous goods items of lithium battery carried by passengers.</p> <p>The HKCAD has been actively supporting and facilitating industry partners the use of AI technologies in aviation.</p> <p>The HKCAD has been providing regulatory advice to the Airport Authority Hong Kong, the aerodrome operator, on the integration of AI technologies into airport operations and facilities maintenance at the Hong Kong International Airport.</p> <p>Examples of the application of AI technologies to aerodrome maintenance include the use of i) Airfield Ground Lighting Scanning and Inspection System to record and analyse the operation and physical conditions of AGLs, and ii) Laser Crack Measurement System to acquire images and 3D profiles of airfield pavement for digital pavement condition analysis.</p> <p>Hong Kong, China will consider sharing relevant experiences through appropriate platform.</p> <p>In respect of the safe carriage of dangerous goods by air, a few innovative projects making use of AI technologies have been nurtured and shared among the industry for participation. These include the airport cargo data platform, the enhanced screening for lithium batteries at cargo terminal, and the intelligent cargo thermal detection system. The latter project was also shared in RASG-APAC/14.</p> <p>For Action Item 3, HKCAD has closely liaised with the AAHK, the aerodrome operator of the HKIA, to facilitate a rigorous, evidence-based and competence-based approach for the use of autonomous vehicle technology in airport operations, eg. the operations of Autonomous Electric Tractors for baggage conveyance and cargo towing at the HKIA and Autonomous Staff Shuttle Bus for transporting airport staff across airside facilities. Participation in AOP/SG &</p>

State/Administration	Action 1	Action 2	Action 3	Action 4	Action 5	Action 6	Remarks or supplementary information for Action Item 59/6
							DGCA/59 to share our regulatory experience in respect of the use of autonomous vehicle technology at the HKIA.
Macao, China	To Commence	To Commence	To Commence	To Commence	To Commence	To Commence	Macao, China has taken note of the issues mentioned in this action item and will share pertinent implementation experience where appropriate.
Cook Islands	To Commence	To Commence	To Commence	To Commence	To Commence	To Commence	Request assistance with this action item
Fiji	In Progress	In Progress	To Commence	In Progress	In Progress	To Commence	<p>Fiji supports the sharing of best practices through ICAO and regional platforms as this enhances our safety oversight and innovation in aviation. We also recognise the importance of addressing emerging challenges and aligning with ICAO's NGAP and SSP implementation efforts.</p> <p>Update: Fiji has published its SSP and is addressing workforce challenges through recruitment aligned with NGAP principles. We are also developing guidance on drone oversight.</p>
India	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Noted
Indonesia	Completed	In Progress	Not Applicable	In Progress	Not Applicable	In Progress	<p>In order to support ICAO to recruit and retain qualified technical personnel, Indonesia through the Ministry of Transportation, has implemented the recruitment of technical personnel with the following provisions: Establishing recruitment formations for technical personnel based on the needs; Determining minimum qualifications of technical personnel based on ICAO regulations; Ministry of Transportation in collaboration with Ministry of State Apparatus Utilization and Bureaucratic Reform, and The National Civil Service Agency, conducting the recruitment process transparently and accountable based on recruitment formations and minimal qualifications from Directorate General of Civil Aviation; Assigning technical personnel according to the designated formations.</p> <p>Meanwhile, to retain qualified technical personnel with the following measures: implementing a structured remuneration framework to ensure the technical personnel receive competitive pay; Offering opportunities to education and training to enhance the competency of technical personnel; Providing promotion opportunities for qualified technical personnel to advance to higher positions.</p> <p>Indonesia promulgated its Aviation Act No. 1/2009, which incorporated the concept of Safety Management Systems (SMS) in alignment with the ICAO safety program. The implementation of the State Safety Program (SSP) has been in progress since then, with a commitment to achieve full SSP implementation by 2030 (present and effective). The NASP 2024-2026 aligns with the ICAO Global Aviation Safety Plan (GASP) 2023-2025 and the Asia Pacific Regional Aviation Safety Plan (AP-RASP) 2023-2025.</p> <p>Indonesia has established National Regulations concerning drones and kites and been conducting risk mitigation for the operations of drones and kites. Indonesia actively conducts training and socialization related to drone operations through training institutions and drone communities.</p> <p>Indonesia has implemented AI in Soekarno Hatta Airport (usage analytic CCTV for face recognition)</p>
Japan	Completed	Completed	Completed	Completed	Completed	In Progress	<p>1. In Japan, the “Study Group on Securing and Utilizing Human Resources for Aircraft Mechanics and Pilots” was established to discuss specific measures to be taken. In March of this year, the WG summarized the recommendations on revising the qualification examination system for aircraft mechanics, promoting the utilization of Self- Defense Force mechanics, and expanding the number of female pilots and mechanics, and various measures are underway. Japan has submitted a paper on this initiative to 60th DGCA Conference.</p> <p>2. In order to maintain and enhance a high level of aviation safety, Japan has formulated the SSP, which defines the aviation safety management system and its functions, and based on it, various measures are implemented to ensure the safety of civil aviation.</p> <p>3. Japan shares its experience and information on autonomous vehicle demonstration experiments and operational rules on the airside through frameworks of cooperation with relevant States and organizations.</p> <p>4. Japan regulates dangerous activities such as drone flights, kite flying, and laser irradiation of aircraft in the airspace around airports by law and publicizes these regulations on its website. For example, the website makes the prohibited areas known to the public by displaying them on maps.</p>

State/Administration	Action 1	Action 2	Action 3	Action 4	Action 5	Action 6	Remarks or supplementary information for Action Item 59/6
							<p>5. Japan has established a system for the transport of dangerous goods in accordance with international standards and operated it appropriately.</p> <p>6. Japan recognizes the usefulness of AI technology in aviation safety and is considering its application in the aviation sector, such as conducting demonstration experiments using AI for the automation of runway inspections.</p> <p>Japan has shared some of those efforts of with other countries at ICAO conferences and bilateral meetings.</p>
Kiribati	To Commence	To Commence	Not Applicable	To Commence	To Commence	Not Applicable	the actions are noted and supported
Lao PDR	To Commence	To Commence	To Commence	To Commence	To Commence	To Commence	Nil
Malaysia	To Commence	Completed	To Commence	In Progress	In Progress	In Progress	<p>1. NGAP - nominated 2 students from UTM and USM to participate in the Asia-Pacific Youth for Aviation (YFA) Programme in Singapore in conjunction of ICAO APAC Aviation Training Symposium</p> <p>2. Malaysia has been implementing SSP</p> <p>3. CAAM has not yet received any formal applications to deploy autonomous ground vehicles (at Malaysian aerodromes. CAAM will conduct a regulatory gap analysis against ICAO Annex 14, Doc 9981 (PANS-Aerodromes) and other related documents. CAAM will consider to draft an interim guidance material and a sandbox approval process (if needed) to ensure any future deployment meets safety and security requirements</p> <p>4. CAAM has issued public advisories and social-media posts reminding the public that kite flying, lasers and drones need approval or authorisation from CAAM.</p> <p>6. The implementation of emerging technologies and AI is an ongoing effort aimed at enhancing safety and facilitating the development of guidance and policy</p>
Maldives	To Commence	To Commence	To Commence	To Commence	To Commence	To Commence	In progress
Mongolia	In Progress	In Progress	To Commence	To Commence	To Commence	To Commence	<p>The “SSP Implementation and Procedure Manual” has been developed. At present, in accordance with the Civil Aviation Act, the Civil Aviation Authority is drafting the Working Procedures for the Safety Council, which will oversee SSP implementation, as well as the State Safety Policy document. Approval of this document by the Government will provide the basis for the full implementation of the SSP.</p> <p>Based on the Government-approved procedures, the Safety Council, chaired by the Minister of Road and Transport, will be responsible for endorsing the SSP Implementation Plan (short-, medium-, and long-term), defining the national safety policy, establishing and validating target safety levels and performance indicators, and ensuring the necessary budget and resources are allocated. The Coordination Committee, under the Civil Aviation Authority, will organize and implement daily and ongoing activities in accordance with the “SSP Implementation and Procedure Manual.”</p>
Nauru	In Progress	In Progress	Not Applicable	To Commence	In Progress	Not Applicable	Nauru has limited capacity but is actively engaged in staff development and SSP implementation with PASO and ICAO support. There are currently no autonomous vehicle technologies or AI integration projects in place. Efforts are underway to build awareness on drone and laser-related threats, and training in the transport of dangerous goods continues as part of operational safety priorities.
Nepal	In Progress	In Progress	In Progress	In Progress	In Progress	In Progress	<p>1. Lots of qualified safety inspectors have currently been recruited.</p> <p>2. SSP has been Implemented at maturity level 3.</p> <p>3. NASP 2023-2025 has been implemented.</p> <p>4. Continues awareness program has been conducted for mitigation of kites, drones and laser.</p> <p>5. International Drone seminar has been conducted in Nepal.</p>
New Zealand	In Progress	Completed	To Commence	In Progress	In Progress	In Progress	Majority in progress. SSP implemented
Pakistan	Completed	Completed	To Commence	Completed	In Progress	To Commence	<p>1. PCAA is actively developing and operationalizing its National NGAP Master Plan, which includes structured components on outreach, mentorship, and internship initiatives to support the recruitment and retention of qualified technical personnel in line with ICAO’s NGAP framework.</p> <p>2&4: In accordance with the National Requirements, Aerodrome Operators have established Laser Beam Protected Zones i.e. Laser Beam Free Flight Zone (LFFZ), Laser Critical Flight Zone (LCFZ) and Laser Beam Sensitive Flight Zone (LSFZ). Laser Beam strikes are reported online reporting system i.e. SDCPS and monitored by PCAA.</p>

State/Administration	Action 1	Action 2	Action 3	Action 4	Action 5	Action 6	Remarks or supplementary information for Action Item 59/6
							5. Screening of passengers and their baggage is vital to detect hidden or undeclared dangerous goods that may pose serious safety risks to flight operations. To ensure compliance with ICAO Annexes 17 and 18, security personnel must be trained to identify, screen, and report such items effectively, thereby enhancing both aviation safety and security. A complimentary training session has been organized for representatives from the Aviation Security Directorate and ASF, focusing on the screening and reporting of hidden dangerous goods in passenger and baggage screening operations
Palau	In Progress	In Progress	In Progress	In Progress	In Progress	In Progress	PNAA is working with Singapore Aviation Academy to train our inspectors.
Papua New Guinea	Completed	In Progress	Not Applicable	Completed	Completed	Not Applicable	1. PNG actively participates in the international and regional forums to share experiences and best practices. 2. In Progress - PNG SSP is in final draft.
Philippines	In Progress	Completed	Not Applicable	In Progress	In Progress	Not Applicable	<p>The CAAP though the Air Traffic Service (ATS), Human Resource Management Department (HRMD) and the Civil Aviation Training Center (CATC) is currently in process of recruiting and training potential Air Traffic Management Officers (ATMOs) that will be deployed to different ATS facilities. One of the examples is the ongoing recruitment for the Comprehensive Air Traffic Service Course (CATS) Batch 19 and 20 classes in which the entrance examination is scheduled in June this year. The training will respectively start in November this year and in March next year.</p> <p>Also, the personnel/inspectors of FSIS have undergone an NGAP trainings in line with ICAO NGAP Concept. However, such trainings have not yet available to some newly recruited Inspectors but are considered to be in-progress.</p> <p>CAAP is currently re-organizing and re-structuring the initial training program of its technical personnel belonging to 3 of its Services: the Flight Standards Inspectorate Service (FSIS), the Aerodrome and Air Navigation Safety Oversight Office (AANSOO) and the Aircraft Accident Inquiry and Investigation Board (AAIIB) following the ICAO Inspector Competency Building Framework (ICBF) --</p> <p>1.The CATC is developing/ updating and will conduct the Aviation Safety Inspector/ Investigator Initial Training Part 1 which is comprised of Introductory and Basic Technical Courses. 2.The CATC will handle required recurrency for Basic Courses. 3.Once graduated, the trainees will be turned over to their Service for Specialized/ OJT training.</p> <p>The Philippines continues to make significant effort in building trust and collaboration between the country's relevant agencies and Industry service providers for effective implementation of its SSP</p> <p>The Philippines acknowledges the advantages of using autonomous vehicle technology in airport operations. The integration of autonomous vehicles into airport operations offers promising enhancements in safety and efficiency. However, for CAAP-operated airports, a careful, balanced approach is necessary. Currently, a feasibility study is being conducted to ensure that the adaption of this technology aligns with operational needs, economic realities, and social responsibilities.</p> <p>Mitigating risks for unauthorized kite flying, laser pointing, and drone activities near airports in the Philippines requires a multi-faceted approach.</p> <p>Effective key strategies are the following which are being implemented by the CAAP:</p> <p>a. Regulatory measures - involvement of the Local Government Units (LGUs) for the passage of ordinances against unauthorized kite flying, laser pointing, and drone use.</p> <p>b. Collaboration with local communities through compliance with the CAAP regulations; posting of warning signage; barangay reporting and use of Reward System; involvement of the local officials to monitor and report unauthorized activities, while offering incentives for reporting violations to encourage community participation; and education and information drive</p> <p>c. Legal and Penalty Framework - imposition of Fines and Penalties</p> <p>d. Operational Measures through increased patrols and closed coordination with law enforcement to address the</p>

State/Administration	Action 1	Action 2	Action 3	Action 4	Action 5	Action 6	Remarks or supplementary information for Action Item 59/6
							violations promptly. The Philippines supports the integration of AI technologies. However, the following are the considerations: a. Foundational infrastructure must first be established or strengthened to ensure readiness for such advanced capabilities; and b. Establishment of clear guidelines on the ethical use of AI and compliance with the Data Privacy Act.
Republic of Korea	In Progress	Completed	Completed	Completed	Completed	Completed	Recognizing the significance of best practices to enhance safety ROK: 1. implements ICAO NGAP concept when recruiting and retaining qualified technical personnel in every domain such as ATCOs, Pilots, A/C mechanics and engineers, etc. 2. proactively implements SSPs 3. uses the autonomous vehicle technology in Korean airport operations 4. mitigates safety risks arising from unauthorized flying objects near the airport through proactive surveillance activities 5. conducts oversight activities to safely and effectively to manage and monitor the transport of dangerous goods by air 6. set integration of AI technologies in aviation as one of the priorities of ROK's national aviation policy for the future.
Samoa	To Commence	To Commence	To Commence	In Progress	To Commence	To Commence	Funding and availability of capable qualified personnel and resources os an absolute challenge
Singapore	Completed	Completed	Completed	Completed	Completed	In Progress	Singapore shares our experiences in the aforementioned areas at relevant ICAO platforms or other international forums where appropriate. This includes our sharing of our journey and challenges in implementing State Safety Programme (SSP) during the ICAO APAC Safety Management Seminar, Feb 2025; and our sharing of our regulatory approach for autonomous vehicles in one of the ICAO ANC Talk Series. Singapore also participated and presented at a recent TRIP (Thermal Runaway Incident Program) Summit, held in Singapore in May 2025 and shared information on the risks of lithium batteries in passenger cabins and CAAS safety recommendations to mitigate these risks. Singapore regularly updates our advisory circulars to provide clear guidance in respect of the statutory requirements including, but not limited to, the implementation of AV at the airside and the shippers' responsibilities on handling and transportation of dangerous goods. These are available on the CAAS website. Singapore is exploring the use of AI in enhancing safety data analysis in areas such as categorisation of occurrences and generating insights from text reports. Singapore will provide more information and share our experience where appropriate.
Sri Lanka	In Progress	Completed	Not Applicable	Completed	Completed	In Progress	1. Sri Lanka is carrying out a sound NGAP Programme, integrating the Aviation industry stakeholders and secondary/ Tertiary education Institutes of Sri Lanka with the objective of nurturing Human resource development in the field of Aviation. 2. SSP is implemented under four pillars, and actions are being taken continuously to maintain effective implementation. 3. At present, Sri Lanka does not utilize autonomous vehicles; however, their potential adoption may be considered in the future, subject to feasibility studies, regulatory frameworks, and infrastructure readiness. 5. The Civil Aviation Authority of Sri Lanka maintains a dedicated system for reporting incidents, occurrences, and accidents involving dangerous goods. The competency-based Dangerous Goods training programme for security screening personnel has been developed and formally approved by the Civil Aviation Authority of Sri Lanka.
Thailand	In Progress	In Progress	To Commence	In Progress	In Progress	To Commence	1. Thailand by CAAT is conducting workforce planning to identify the necessary manpower and has a recruitment plan to fulfill these needs. The organization aims to retain qualified technical personnel, providing the training, and appropriate benefits with the retention programme. 2. Acknowledging the significance of adopting best practices to enhance safety, Thailand supports the Conference's encouragement for States to share experiences through ICAO and appropriate platforms. In line with this, Thailand has been actively engaged in the implementation of State Safety Programs (SSPs) as part of our ongoing efforts to align with international standards. CAAT has taken steps to ensure the effective integration of SSPs within national aviation safety management frameworks, focusing on risk identification, safety performance monitoring, and continuous improvement.

State/Administration	Action 1	Action 2	Action 3	Action 4	Action 5	Action 6	Remarks or supplementary information for Action Item 59/6
							3. Thailand supports the use of autonomous vehicle technology in airport operations. However, a robust standardized roadmap and mechanism ensuring safe, efficient, and reliable use of autonomous vehicle technology should be established, especially when dealing with complex airside operations. 4. CAAT collaborates with relevant authorities to ensure safety measures, such as restricting airspace usage in sensitive areas and promoting public awareness through outreach programs. To further enhance these efforts, Thailand has established the National Risk Management of Hazards from Ground to Airborne Aircraft Sub-Committee. This dedicated sub-committee focuses on identifying, evaluating, and managing risks posed by airborne objects, ensuring a comprehensive approach to aviation safety. Furthermore, Thailand continues to engage with ICAO and other international platforms to share knowledge, learn from global experiences, and improve these safety initiatives. 5. Noted. 6. Noted.
Timor Leste	In Progress	In Progress	In Progress	In Progress	In Progress	In Progress	these action items are in progress of implementation.
Vanuatu	To Commence	To Commence	In Progress	To Commence	In Progress	To Commence	The above items are yet to be incorporated to our systems for better outcomes and results in our oversight responsibilities. Some have been explored and we are in the progress of engaging with stakeholder partners to assist us to achieve these items.
Viet Nam	In Progress	In Progress	In Progress	In Progress	In Progress	In Progress	Viet Nam is continuously adopting best practices in safety oversight, conducting risk-based surveillance, targeted inspections, and using electronic audit tools. These efforts are aligned with ICAO's USOAP CMA and aim to improve CE implementation and audit readiness.

- Action Item 59/7** Recognizing the safety risks of turbulence encounters, the Conference encouraged:
- States/Administrations and industry to:
 - share experiences and best practices related to turbulence encounters;
 - make necessary arrangement to improve the submission and availability of air-reports including special air-reports containing turbulence information; and
 - ICAO and States/Administrations to organise workshops/webinars in the Asia/Pacific Region regarding turbulence encounters.

Responses on Action Item 59/7

State/Administration	Action 1 a)	Action 1 b)	Action 2	Remarks or supplementary information for Action Item 59/7
Afghanistan	To Commence	To Commence	Not Applicable	we need to accept to the workshops/webinars in the Asia/Pacific Region regarding turbulence encounters which organized by ICAO
Australia	Completed	Completed	Completed	1. a) Australia has established mechanisms for sharing experiences and best practices related to aviation encounters, including turbulence. This mechanism includes the use of safety promotional material like the CASA Flight Safety Australia magazine, which has featured several articles over the years related to turbulence encounters, see https://www.flightsafetyaustralia.com 1. b) Australia has systems in place, whereby flight crew that encounter turbulence inflight broadcast a radio call that is received by Australia's Air Navigation Service Provider, Airservices Australia. Airservices Australia rebroadcast to other flights in the area of the presence of turbulence in the vicinity. 2. Australia is an active member and contributor to the Asia and Pacific Regional Aviation Safety Team (APRAST) and though this forum contributes to aviation safety workshops and seminars relating to identified aviation safety hazards. Australia remains committed to supporting regional workshops/webinars conducted regarding turbulence encounters.
Bangladesh	To Commence	In Progress	In Progress	Bangladesh supports this action item and wishes to: • Action 1. a): share experiences and best practices related to turbulence encounters. • Action 1. b): make necessary arrangement to improve the submission and availability of air-reports including special air-reports containing turbulence information. • Action 2: Noted.
Bhutan	To Commence	To Commence	Not Applicable	N/A
Brunei Darussalam	In Progress	In Progress	To Commence	NIL
Cambodia	In Progress	Completed	In Progress	NIL
China	Completed	Completed	Not Applicable	In 2024, CAAC issued the "Turbulence Risk Identification and Early Warning Analysis Report" to the entire industry. The report analyzed turbulence events recorded in the aviation safety information system from 2017 to 2023, covering: Overall trends and seasonal patterns, Route-specific turbulence characteristics Turbulence data analysis and identification based on QAR (Quick Access Recorder) data, Industry case studies, Turbulence early warning technologies. The report provides data-driven insights and decision-making support for turbulence risk identification and mitigation, along with actionable

State/Administration	Action 1 a)	Action 1 b)	Action 2	Remarks or supplementary information for Action Item 59/7
				recommendations. Currently, CAAC has developed and implemented turbulence prevention technologies, significantly enhancing turbulence risk management in Chinese aviation operations.
Hong Kong, China	In Progress	In Progress	In Progress	Hong Kong, China noted some Hong Kong-based operators have introduced turbulence and weather awareness tools in collaboration with the Hong Kong Observatory. Also, Hong Kong, China supports making necessary arrangements to improve the mechanism for reporting and disseminating turbulence information.
Macao, China	To Commence	To Commence	To Commence	Macao, China has published a safety notice for preventing injuries caused by turbulence. AACM noted turbulence encounter will be treated as an additional category of occurrences of global operational safety risks in the 2026-2028 edition of the GASP and will make necessary arrangement to improve the submission and availability of air-reports containing turbulence information.
Cook Islands	To Commence	To Commence	To Commence	Request assistance to action this item
Fiji	In Progress	In Progress	In Progress	Fiji supports regional collaboration and information-sharing to better understand and mitigate risks associated with turbulence encounters. We recognise the importance of timely and accurate air-reporting. Update: Fiji has in place procedures for submission of special air-reports and is reviewing procedures for improved reporting of turbulence incidents within its airspace.
India	Not Applicable	Not Applicable	Not Applicable	DGCA India in its NASP 2024-28, has identified emerging issues which requires continues monitoring. This includes Inflight turbulence. NASP includes initial action plan for its mitigation.
Indonesia	In Progress	In Progress	In Progress	Indonesia is actively involved in the Regional Aviation Safety Data and Information Sharing Initiative with other ASEAN nations. This platform is designed to facilitate the sharing of safety information, which would inherently include data and experiences related to turbulence encounters, contributing to regional best practices. The DGCA Indonesia emphasizes pilot training and adherence to standard operating procedures (SOPs) for managing turbulence. Following significant turbulence incidents, Indonesian authorities emphasize the importance of pilot awareness of real-time weather updates and potential risks, as evident in their responses to events involving airlines in Indonesian airspace (Reference: The Jakarta Post article on routes after turbulence incidents). Indonesia adheres to ICAO standards for air-reporting. The Civil Aviation Safety Regulation mandates that the pilot in command shall report aircraft observations during flight by air-ground data link or voice communications, specifically including "moderate or severe turbulence" as a condition to be reported. This indicates a formal framework for submission.
Japan	Completed	Completed	In Progress	Japan has shared its efforts on countermeasures against turbulence jointly with relevant States at DGCA/59 and AN-Conf/14, and has also shard our efforts with other countries through workshops and other activities at the bilateral meetings.
Kiribati	Not Applicable	Not Applicable	To Commence	noted and support
Lao PDR	To Commence	To Commence	To Commence	Nil
Malaysia	In Progress	In Progress	In Progress	To note
Maldives	In Progress	Completed	To Commence	MOU is signed with Maldives Metrological Services and the National Air Traffic Services for transmission of air reports and other meteorological information received from aircraft.
Mongolia	To Commence	To Commence	To Commence	A comprehensive set of measures for managing turbulence and associated safety risks has been incorporated into the draft NASP, in alignment with the GASP 2025-2028.
Nauru	To Commence	To Commence	To Commence	Nauru has not yet developed structured processes or reporting systems related to turbulence encounters. Participation in regional webinars or training on turbulence reporting and analysis would be beneficial. We are open to collaboration once internal reporting structures are improved.
Nepal	In Progress	In Progress	In Progress	Reports on turbulence was collected through MOR and VIRS and disseminated to concern.
New Zealand	In Progress	In Progress	Not Applicable	In progress
Pakistan	Not Applicable	Completed	In Progress	1a) At this instant, there are no crucial turbulence encounter reports within Pakistan airspace. 1b) The coordination procedures between ATS units and Met Service providers are developed and arrangements are in place to receive the Special Air reports from aircraft and relay of information by concern ATS unit to other relevant aircraft, other concerned ATS units and Met office for issuance of SIGMET information. The implementation is also verified through ANS Inspector checklist.
Palau	To Commence	To Commence	To Commence	We are working closely with US FAA on this endeavor
Papua New Guinea	In Progress	In Progress	In Progress	1. Actions 1a and 1b: PNG actively participates in the international and regional forums to share experiences and best practices related to turbulence encounters. 2. In Progress: PNG notes and supports this action and will organize workshop in the annual Aviation Safety and Security Conference to include the promotion on turbulence encounters.
Philippines	To Commence	To Commence	To Commence	The Philippines takes note of the action item and is continuously collaborating with ICAO, international organizations and other industries in proper management of turbulence encounters. Urge other States/Administrations to share their experiences and best practices in the reporting of turbulence encounters in order to develop measures and mitigation to counter the effects of this weather phenomena.
Republic of Korea	Completed	Completed	Completed	N/A
Samoa	To Commence	To Commence	To Commence	Samoa does not have big aircrafts

State/Administration	Action 1 a)	Action 1 b)	Action 2	Remarks or supplementary information for Action Item 59/7
Singapore	Completed	In Progress	Not Applicable	Singapore has identified severe turbulence encounters as one of our state-level safety risks and is working with several other like-minded civil aviation authorities to promote the use of enhanced turbulence forecasting, onboard turbulence detection systems and to share real-time turbulence data.
Sri Lanka	Completed	In Progress	To Commence	Turbulence incidents which require investigations are investigated accordingly and mitigation actions are to be taken onboard and lessons learnt are shared with relevant stakeholders within and the stakeholder States in order to mitigate the effects of such occurrences.
Thailand	In Progress	In Progress	In Progress	a) Thailand by CAAT request all Air Operators in Thailand to provide their respective best practices, procedures, and relevant information pertaining to turbulence encounters. The objective of this initiative is to consolidate shared knowledge and operational experience, which will then be summarized into a report and disseminated for the benefit of all air operators in Thailand. Moreover, CAAT has drafted an Information Paper (IP) addressing Action a) – sharing experiences and best practices related to turbulence encounters. The IP has been co-sponsored by Singapore, it provides valuable lessons learned from a recent severe turbulence incident in May 2024. b) CAAT has been actively exploring possibilities to enhance the collection and dissemination of such data. In particular, we have been engaging with experts and potential data providers to explore new methods of improving access to real-time turbulence information.
Timor Leste	To Commence	To Commence	To Commence	it is one of our highest concern on to share information or experiences related to turbulence and its risk and consequences when traveling by air
Vanuatu	Not Applicable	Not Applicable	To Commence	This is not being carried out in our industry at this time
Viet Nam	In Progress	In Progress	In Progress	Viet Nam acknowledges the growing risk of turbulence encounters. Airlines are required to provide turbulence awareness training and real-time reporting via MOR/VOR report. Viet Nam encourages the use of onboard weather radar and collaborative data exchange for turbulence forecasting and avoidance.

Action Item 59/8 Noting the guidance provided by the IATA Safety Leadership Charter, the Conference encouraged States/Administrations to consider using the IATA Safety Leadership Charter as strong evidence of an airline commitment to safety leadership and positive safety culture.

Action Item 59/9 Acknowledging the initiatives by international organizations in assessing positive safety culture, the Conference recommended States/Administrations to consider adopting the six categories of positive safety culture indicators in the assessment and promotion of safety culture as suggested in DGCA - 59/DP/3/9.

Action Item 59/10 Noting the importance of inspector competency, the Conference urged States/Administrations to consider development of advanced training programs, supplementing to existing courses and enhance required facilities in ATOs.

Responses on Action Item 59/8 & 59/9 & 59/10

State/Administration	Action Item 59/8	Action Item 59/9	Action Item 59/10	Remarks or supplementary information for Action Item 59/8, 59/9, 59/10
Afghanistan	To Commence	To Commence	To Commence	we are ready to send our inspectors to participate at the relevant trainings.
Australia	Completed	Completed	Completed	Action item 59/8: Australia encourages industry undertakings aimed at enhancing safety culture and the aviation safety regulator, CASA, publishes safety promotional materials highlighting the importance of safety culture. Australia will review and incorporate aspects of the IATA Safety Leadership Charter where these will assist in strengthening our messaging on safety culture to industry. Action item 59/9: Australia notes the action item and will consider incorporating the six categories of positive safety culture to assist our assessment and promotion of a positive safety culture. Safety Culture is included in SMS training courses, using various models, and is also included in Australia's industry facing safety promotion materials. Action item 59/10: Australia supports the development of additional training programs where gaps in aviation safety inspector competency has been identified so as to build capability across the region.
Bangladesh	To Commence	To Commence	In Progress	Action Item 59/8 Bangladesh noted the guidance provided by the IATA Safety Leadership Charter, which is under consideration Action Item 59/9 Bangladesh is actively considering adopting the six categories of positive safety culture indicators in the assessment and promotion of safety culture as suggested in DGCA – 59/DP/3/9 Action Item 59/10 Giving due importance to the Inspector Competency, Bangladesh is committed to developing advanced training programmes and enhanced facilities in the ATO (the Civil Aviation Academy)
Bhutan	In Progress	In Progress	In Progress	N/A
Brunei Darussalam	To Commence	In Progress	In Progress	NIL
Cambodia	In Progress	In Progress	In Progress	NIL
China	Completed	Completed	Completed	CAAC strongly encourages and guides domestic airlines to deeply engage in safety culture construction. We advocates and practices the core safety values of "life first and safety above all" to better ensure and promote the safety management levels through safety culture construction. CAAC has issued the "Guidelines on Strengthening Civil Aviation Safety Culture Development in the New Era", which explicitly calls for vigorous promotion and establishment of a comprehensive safety culture system. This system encompasses: Risk-awareness culture、Accountability culture、Rule-of-law culture 、Integrity

State/Administration	Action Item 59/8	Action Item 59/9	Action Item 59/10	Remarks or supplementary information for Action Item 59/8, 59/9, 59/10
				culture 、 Collaboration culture 、 Reporting culture 、 Just culture 、 Lean culture 、 Strict-yet-caring culture 、 Truth-seeking and pragmatic culture, These principles have formed industry-wide consensus to systematically enhance safety management. Under the Asian Cooperation Fund and China APEC Cooperation Fund Projects for 2024, CAAC launched the first civil aviation inspector capacity-building training program, which targeted officials from the civil aviation authorities of Thailand and Laos, as well as instructors from the civil aviation training institutions of Vietnam and Thailand.
Hong Kong, China	Completed	Completed	In Progress	(59/8) HKCAD noted all Hong Kong-based airlines have signed the IATA Safety Leadership Charter and acknowledges the signatory airlines' commitment to safety leadership and positive safety culture. (59/9) Hong Kong China appreciates the efforts of international organizations in assessing positive safety culture and will keep in view the application of positive safety culture indicators and consider those methodology as appropriate. (59/10) Hong Kong, China recognizes the importance of inspector competency and is dedicated to continuously improving our inspector training syllabus and associated training infrastructure by referencing the ICAO Standardised Capacity Building Programme (SCBP) and collaborating with ICAO and regional partners to identify appropriate types of training and respective training providers that equip technical personnel with the necessary knowledge.
Macao, China	Completed	To Commence	To Commence	Item 59/8: Macao, China noted the development of the IATA Safety Leadership Charter which represents a commitment by industry leaders to the continuous evolution of safety culture within their organizations and by IATA to support this evolution worldwide. Item 59/9: Macao, China will take into account the six categories of positive safety culture indicators to enhance internal tool in the assessment of safety culture. Item 59/10: Noted.
Cook Islands	To Commence	To Commence	To Commence	Request assistance to action this item
Fiji	To Commence	To Commence	In Progress	59/8: Fiji acknowledges the value of the IATA Safety Leadership Charter in promoting strong safety leadership and a positive safety culture within airline operations. We support its use as a reference framework to assess operator safety commitments. Update: Fiji has coordinated with its national airline to consider committing to the IATA Safety Leadership Charter. 59/9: Fiji supports the adoption of internationally recognized indicators for assessing and promoting a positive safety culture. We welcome the guidance provided in (DGCA/59) DP/3/9 as a practical framework for implementation. Update: Fiji is reviewing its internal safety culture assessment approach and exploring integration of the six recommended safety culture indicators into oversight and organisational development initiatives. 59/10: Fiji fully supports the development of advanced training programs to enhance inspector competency and ensure effective regulatory oversight. We recognize the need for continuous professional development and adequate training infrastructure. Update: CAA Fiji is developing a Training Manual outlining specialised and recurrent training for inspectors and continues to explore partnerships with regional ATOs to access advanced training modules.
India	Not Applicable	Not Applicable	Not Applicable	Airlines in India are member of IATA and follow IATA Safety Leadership Charter
Indonesia	Not Applicable	Completed	In Progress	59/9: Indonesia's efforts to cultivate a positive safety culture are integrated into the implementation of the State Safety Program (SSP) and the emphasis on Safety Management Systems (SMS) across its aviation organizations. This is not a new initiative but a continuous process, formally reinforced by National Regulations. 59/10: Indonesia has established national regulations concerning the development of inspector training programs that incorporate job skill components. These programs have been implemented on a continuous basis.
Japan	Completed	In Progress	In Progress	59/8: Japan recognizes the signing of the IATA Safety Leadership Charter as a commitment by airlines to safety leadership and a positive safety culture. 59/9: Japan is committed to fostering a proactive safety culture with provisions for safety policy, risk management, assurance, and promotion in the SSP. 59/10: Japan considers the training of inspectors to be an important issue and is making appropriate efforts to train inspectors with sufficient competence.
Kiribati	To Commence	To Commence	To Commence	support the actions
Lao PDR	To Commence	To Commence	To Commence	Nil
Malaysia	To Commence	In Progress	In Progress	59/8 - CAAM endorses the IATA Safety Leadership Charter as a valuable framework for airlines to demonstrate their commitment to safety excellence. We encourage Malaysian airlines to adopt the Charter as proof of their dedication to fostering a robust safety culture. Beside that, CAAM also collaborates with IATA to promote sustainable practices, including the use of cleaner technologies and operational efficiencies that reduce environmental impact. 59/9 - CAAM acknowledges the importance of the positive safety culture indicators outlined in DGCA-59/DP/3/9, as recommended by international aviation bodies
Maldives	To Commence	To Commence	In Progress	Inspector training is provided as per ICAO requirements and the local rules. Development of a training organization is in the early stages.
Mongolia	To Commence	To Commence	In Progress	Action Item 59/10: Within the framework of the fifth action item of the “Action Plan for the Implementation of the Declaration Adopted at the Second Asia and Pacific Ministerial Conference on Civil Aviation (Delhi Declaration),” attached to Order No. A/26 of the Minister of Road and Transport dated 4 February 2025, Mongolia has set the goal of training pilots, air traffic controllers, and civil aviation safety inspectors domestically starting from 2027, and is planning and working towards this objective.
Nauru	To Commence	In Progress	To Commence	Nauru has not yet developed structured processes or reporting systems related to turbulence encounters. Participation in regional webinars or training on turbulence reporting and analysis would be beneficial. We are open to collaboration once internal reporting structures are improved.. more structured and advanced training opportunities are needed to bridge skill gaps. for inspector training.
Nepal	In Progress	In Progress	In Progress	Inspectors training plan has been implemented effectively.
New Zealand	Not Applicable	To Commence	To Commence	To be commenced
Pakistan	Completed	Completed	Completed	PCAA is actively promoting safety leadership and a positive safety culture through regular sessions, seminars, and workshops. Notably, a nationwide

State/Administration	Action Item 59/8	Action Item 59/9	Action Item 59/10	Remarks or supplementary information for Action Item 59/8, 59/9, 59/10
				seminar on this subject was successfully conducted in December 2024. Furthermore, airlines and other aviation service providers are consistently encouraged to foster a positive safety culture—an objective that cannot be achieved without a strong and sustained commitment to safety leadership. PCAA encourages all airlines operating in Pakistan to sign IATA Safety Leadership Charter for effective implementation of positive safety culture. A two-pronged strategy is being implemented to enhance inspector competencies. 2025 training plan is centered on specialized training for specific inspector roles, such as ATO certification, flight operations, and Aerodrome/Air traffic control Surveillance. These programs will extend beyond basic certification and focus on the latest developments in safety regulations, ICAO standards, and industry best practices (implementation of MCC, UPRT, CBTA, SMS & CRM etc in training curricula). In addition to role-specific training, Competency-Based Training and Assessment (CBTA) will be introduced at a stage when the inspectors gain adequate experience. This shall ensure that inspectors not only meet minimum standards but also become proficient in applying their knowledge in real-world scenarios. PCAA is actively collaborating with ICAO COSCAP-South Asia, regional safety organization and international experts, including CAAI UK, to implement advance training modules. This collaboration will ensure that the training content reflects the latest safety standards, tools, and technologies in aviation.
Palau	To Commence	To Commence	To Commence	Work in progress with our aviation partners
Papua New Guinea	In Progress	In Progress	In Progress	1. 59/8: PNG to consider using the IATA Safety Leadership Charter as strong evidence of an airline commitment to safety leadership and positive safety culture. 2. 59/9: PNG to consider adopting the six categories of positive safety culture indicators in the assessment and promotion of safety culture as suggested in DGCA – 59/DP/3/9. 3. 59/10: PNG to consider development of advanced training programs, supplementing to existing courses and enhance required facilities in ATOs.
Philippines	To Commence	To Commence	In Progress	Action 59/8: The Philippines acknowledges the importance of using the IATA Safety Leadership Charter. Action 59/9: Philippines recognizes the initiatives of international organizations in assessing positive safety culture and will evaluate the adoption of the six categories of positive safety culture indicators in the assessment and promotion of safety culture. Competency trainings to support the skills of inspector is being urged from the States/Administrations that has already developed advanced training programs. Action 59/10: The Philippines through the CAAP CATC is continuously improving its curriculum to include new courses on Aviation Safety Inspector/Investigator Initial Training, ICAO TRAINAIR GSI-AIR, GSI-OPS, and GSI-PEL Courses to train more inspectors. The CAAP Civil Aviation Training Center has revised its current training catalog to include new courses: • Aviation Safety Inspector/Investigator Initial Training • There are plans to host ICAO TRAINAIR GSI-AIR, GSI-OPS, and GSI-PEL Courses to train more inspectors. CAAP may recommend/coordinate with the development on advance training program supplementing existing courses.
Republic of Korea	Not Applicable	Not Applicable	In Progress	59/10. Noting the importance of inspector competency, ROK has been implementing a dedicated traing program with a dedicated budget to retain capable aviation personnel and build-up the competent inspectors through annual planning and assessment of the effectiveness of the programme including active surveillance activiteis to ensure the quality training by ATOs in Korea.
Samoa	Not Applicable	To Commence	In Progress	Funding again is a challenge however works had already progressed for 59/10 through our PASO Office
Singapore	Completed	Completed	Completed	Singapore will consider where appropriate the guidance provided by the IATA Safety Leadership Charter; the suggested positive safety culture indicators as contained in DGCA – 59/DP/3/9; and the development of advanced training programmes in aviation training organisations.
Sri Lanka	Completed	To Commence	In Progress	SriLankan Airlines has signed up for the IATA Safety Leadership Charter and due recognition has been given for this factor. The State will include an action plan to adopt the six categories of positive safety culture indicators.CAASL has identified and developed training requirements for each task performed by inspectors. The required training has been provided to the inspectors with assistance from ICAO APAC and regional training organizations. Furthermore, the State has taken actions initiatives to ensure the trained inspectors retain its inspectors within the organization
Thailand	To Commence	Completed	In Progress	59/8 Thailand by CAAT recognizes the IATA Safety Leadership Charter as a valuable tool in promoting safety leadership and a positive safety culture within airlines. Alongside this, CAAT ensures compliance with national safety regulations under the Safety Management Systems (SMS) and State Safety Programme (SSP). We also regularly conduct safety promotion activities targeting Civil Aviation Organizations (CAOs), with a focus on executive-level engagement to strengthen leadership commitment to safety across the sector. 59/9 Acknowledging the initiatives by international organizations, Thailand's State Safety Programme (SSP) aligns with the six categories of positive safety culture indicators suggested. The State Safety Programme (SSP) promotes a positive safety culture by encouraging proactive safety risk management and collaboration among stakeholders. CAAT Requirement No. 32 (Protection of Safety Data and Safety Information) further supports this by promoing a just culture, ensuring the protection of safety data and individuals involved in aviation safety incidents/accidents. Together, these frameworks contribute to fostering a robust safety culture in Thailand's aviation sector, supporting continuous safety improvement through transparent reporting, collaboration, and data protection 59/10 Thailand by Civil Aviation Training Center (CATC Thailand) actively coordinates with CAAT to identify the training needs of national inspectors, ensuring they are equipped with the necessary skills, knowledge, and attitudes to meet the performance standards required by standardized training programs. CATC Thailand is also developing a new ICAO Standardized Training Package (STP) titled Audit Techniques and Practices for Aviation Auditors, aimed at addressing the soft-skill gaps in inspector training. CAAT's Training Programme provides both required and additional training that aims to enhance the competency of its inspectors. Thailand by CAAT also encourages ATOs to enhance their facilities to support training.
Timor Leste	To Commence	In Progress	In Progress	considering the training program is important for the inspectors to enhance their ability and competence to do the work. Timor-Leste been engaging with the other CAA and International Agencies for such support to undergo training to have a competence inspector to ensure safety create a good safety culture

State/Administration	Action Item 59/8	Action Item 59/9	Action Item 59/10	Remarks or supplementary information for Action Item 59/8, 59/9, 59/10
Vanuatu	To Commence	To Commence	To Commence	We have not commenced on the IATA safety charter and safety culture indicators but we see that it is important. We are working towards development of our training programs. We seek assistance on how to develop a good and fit for purpose inspector training program.
Viet Nam	In Progress	In Progress	In Progress	59/8. Although Viet Nam has not officially adopted the IATA Safety Leadership Charter, the principles are reflected in our safety management practices. Operators are encouraged to foster a just culture, leadership commitment, and continuous improvement in safety management systems (SMS). 59/9. Viet Nam acknowledges the initiatives by international organizations in promoting a positive safety culture. Viet Nam will support the use of the six categories of indicators proposed in DGCA-59/DP/3/9 and is working to integrate them into its oversight framework. Safety culture is promoted through inspector training, operator engagement, and internal guidance encouraging just culture, transparent reporting, and leadership commitment to safety. 59/10 Viet Nam acknowledges the importance of inspector competency in maintaining effective safety oversight. Viet Nam has developed structured training programmes aligned with ICAO guidance, combining foundational, recurrent, and specialized training modules. Efforts are underway to strengthen cooperation with ICAO and regional partners to deliver advanced training courses, and to enhance facilities and resources available at domestic Approved Training Organizations (ATOs).

- Action Item 59/11* Recognizing the vital role of turbo-prop operations for connectivity in the region, the Conference encouraged stakeholders to provide the necessary support for its safe and resilient growth.
- Action Item 59/12* Recognizing the Flight Safety Foundation’s (FSF) ongoing safety projects, including the Airworthiness Needs Analysis, focusing on continuing airworthiness, and the critical importance of accuracy and analysis, the Conference invited FSF to present their findings at the next AP-RAST meeting.
- Action Item 59/13* Acknowledging the developments in AAM and complex UAS operations, the Conference invited States/Administrations to consider participating in the meeting of Asia-Pacific Regulators on AAM and UAS.

Responses on Action Item 59/11 & 59/12 & 59/13

State/Administration	Action Item 59/11	Action Item 59/12	Action Item 59/13	Remarks or supplementary information for Action Item 59/11, 59/12, 59/13
Afghanistan	Not Applicable	Not Applicable	Not Applicable	No
Australia	Completed	Not Applicable	Completed	Australia supports the close cooperation and coordination between States on regulatory approaches to UAS and AAM operations. Australia is active in the ICAO Advanced Air Mobility Study Group (AAM SG), the ICAO RPAS Panel (RPASP), the ICAO Personnel Training and Licencing Panel (PTLP), and the ICAO Airworthiness Panel (AIRP).
Bangladesh	Not Applicable	Not Applicable	In Progress	Action Item 59/11 Bangladesh supports this action item and is committed to provide necessary support for the safe and resilient growth of the turboprops. Action Item 59/12 Noted. Action Item 59/13 Bangladesh supports this action item and would like to participate in the meeting of Asia-Pacific Regulators on AAM and UAS
Bhutan	To Commence	Not Applicable	In Progress	N/A
Brunei Darussalam	Not Applicable	In Progress	To Commence	NL
Cambodia	In Progress	In Progress	In Progress	NIL
China	Not Applicable	Not Applicable	Completed	CAAC has nominated experts to participate in the ICAO AAMSG, contributing to the development of international regulations, guidance materials and visions. We briefed to AAM SG about domestic AAM, UTM policies and operating experience, including: (1)China’s Civil Unmanned Aircraft System Pilot Zone (2)Introduction of the China Smart Air Mobility Concept of Operations (3)Development Roadmap of UAV in China V1.0.
Hong Kong, China	Not Applicable	Completed	In Progress	(59/12) Hong Kong, China acknowledges the significant contribution of the FSF to aviation safety and welcomes the Conference’s invitation for FSF to present their findings at the next AP-RAST meeting. In addition, HKCAD has been tracking the occurrences related to system/component failure, non-powerplant (SCF NP) and powerplant (SCF PP) in our internal ASOR system to identify the underlying factors. (59/13) Hong Kong, China is closely monitoring advancements in AAM and complex UAS operations and has participated in the meeting of Asia-Pacific Regulators on AAM and UAS. HKCAD will continue to actively participate in AAM-related working groups and meetings, showcase HK’s implementation progress made to facilitate the continual development of LAE and AAM, and promote the associated regulatory regime established in

State/Administration	Action Item 59/11	Action Item 59/12	Action Item 59/13	Remarks or supplementary information for Action Item 59/11, 59/12, 59/13
				the international and regional forum if opportunity arises.
Macao, China	Not Applicable	Not Applicable	In Progress	Item 59/11: Noted. Item 59/12: Noted. Item 59/13: Macao, China noted the development of reference toolkits that regulators can take reference, adapt and use to facilitate AAM and complex UAS operations. Macao, China will participate in the upcoming meeting of Asia-Pacific Regulators on AAM and UAS.
Cook Islands	To Commence	To Commence	Completed	CI a member of the AAM Working group
Fiji	In Progress	Not Applicable	In Progress	59/11: Fiji recognises the critical role turboprop operations play in connecting remote communities, particularly as this is the main mode of transport that connects our outer islands to the mainland, and as such we support initiatives that promote their safe and sustainable development. Update: Fiji is actively engaged in regulatory oversight of turboprop operations and continues to provide technical support to ensure safety and reliability in inter-island air services. 59/12: Fiji supports the engagement with the Flight Safety Foundation's ongoing safety initiatives, particularly in continuing airworthiness, and welcomes the sharing of their analysis to enhance regional safety oversight. Update: Fiji looks forward to the FSF's presentation at the next AP-RAST meeting and is committed to incorporating relevant findings into its airworthiness oversight framework. 59/13: Fiji acknowledges the rapid development of Advanced Air Mobility (AAM) and complex UAS operations and supports regional regulatory collaboration in these emerging areas. Update: Fiji is actively reviewing its UAS framework and has been participating in Asia-Pacific regulator meetings to inform its approach to AAM integration and oversight.
India	Not Applicable	Not Applicable	Not Applicable	Noted
Indonesia	Completed	Not Applicable	In Progress	59/11: Indonesia has established national regulations concerning the development of inspector training programs that incorporate job skill components. These programs have been implemented on a continuous basis. 59/13: Indonesia is a member of the Asia Pacific Regulator on AAM and UAS and actively participates in the development of regulations concerning UAS and AAM. A media announcement was released on April 15, 2025, regarding the industry consolidation of Asia Pacific references for regulators to facilitate advanced air mobility operations. This includes Annex A, a list of 24 Asia-Pacific States and Administrations, and Annex B, an overview of Asia Pacific reference materials to facilitate advanced air mobility operations. Indonesia actively participated in discussions concerning Advanced Air Mobility, demonstrating its commitment to exploring innovative aviation technologies and contributing to the development of future air transportation systems.
Japan	Completed	In Progress	Completed	59/11: Japan recognizes the vital role of turbo-prop aircraft in regional connectivity, and airlines in Japan operate several turbo-prop aircraft on regional routes. Japanese airlines that operate flights on unprofitable remote island routes are eligible to receive subsidies for the purchase of aircraft (including turbo-prop aircraft) and related equipment to be operated on those routes. 59/12: Japan recognizes that the FSF projects contribute to aviation safety in the APAC region. Japan will continue to contribute to aviation safety in the APAC region by exchanging information at AP-RAST and other meetings. 59/13: Japan participated in the meeting of Asia-Pacific Regulators on AAM and UAS, and was involved in the development of reference toolkits on AAM and UAS.
Kiribati	To Commence	To Commence	To Commence	the actions are noted and supported
Lao PDR	To Commence	To Commence	To Commence	Nil
Malaysia	In Progress	To Commence	Completed	59/12 - CAAM support the initiatives by FSF and request AP-CAS to report the result at the next conference. 59/13 - CAAM attended the meeting which was conducted on the 9th November 2023. CAAM encourage more meeting and discussion be conducted to help builds capabilities, capacities and streamline the work process among the States/Administrations.
Maldives	In Progress	In Progress	In Progress	The majority of the Maldivian fleet is turboprop, and this support is built in.
Mongolia	To Commence	To Commence	To Commence	Planning for this action is underway.

State/Administration	Action Item 59/11	Action Item 59/12	Action Item 59/13	Remarks or supplementary information for Action Item 59/11, 59/12, 59/13
Nauru	Not Applicable	To Commence	Not Applicable	Currently, these action items are not applicable to Nauru as turbo-prop operations are not directly managed by the State, and there is no national involvement in FSF safety projects or developments in AAM/UAS technologies. Nauru will consider future engagement based on relevance and operational needs.
Nepal	In Progress	In Progress	In Progress	In progress.
New Zealand	Completed	Not Applicable	Completed	Completed
Pakistan	In Progress	Completed	To Commence	59/11 : Under the National Aviation Policy 2023, the Tourism Promotion and Regional Integration (TPRI) initiatives in Pakistan is designed to enhance regional connectivity and promote tourism by facilitating air travel to various destinations, including those served by turboprop aircraft. While the TPRI framework does not explicitly focus on turboprop operations, these aircraft are well-suited for many of the regional routes emphasized by the initiative. Licensees enjoy exemptions from landing, housing, and air navigation charges at both origin and destination airports, as well as waivers for rents related to aeronautical services and office spaces at specified airports. These concessions aim to lower operational costs and encourage airlines to offer services to underserved regions, where turboprop aircraft are particularly effective due to their efficiency on shorter runways and lower passenger volumes. Moreover, Turboprop operations in Pakistan are expected to grow, driven by new entrants leveraging the Tier-2 (TRPI) License. Pre-AOC discussions are currently underway with prospective operators, ahead of their formal AOC applications. It is anticipated that at least four additional turboprop aircraft will enter service in Pakistan by 2025. These turboprops are expected to operate on secondary routes and serve as feeder services to existing Regular Public Transport (RPT) AOC holders, enhancing regional connectivity and supporting mainline operations. 59/12: Circular 95 is updated for Pakistan.
Palau	To Commence	To Commence	To Commence	in process of identifying and recruiting qualified candidates for to contract to assist with this policy
Papua New Guinea	Completed	Completed	Completed	PNG notes and supports these Action Items.
Philippines	To Commence	To Commence	To Commence	Action 59/11: The Philippines supports this action item. Action 59/12: The Philippines takes note of this action item. Action 59/13: The Philippines actively joins in various meetings on AAM and UAS.
Republic of Korea	Not Applicable	Not Applicable	Completed	59/13 ROK has been an active participant and contributor to the Asia-Pacific Regulators on AAM and UAS ever since its inception, attending meetings, online and in-person. ROK will continue participating in the initiatives to develop and implement AAM and UAS through safe integration them into the existing airspace system
Samoa	Not Applicable	To Commence	To Commence	Funding and capable human resources is a challenge
Singapore	Completed	Not Applicable	Completed	A discussion paper titled “Asia-Pacific Reference Materials for regulators to facilitate advanced air mobility” has been tabled to update on the progress of the meeting of Asia-Pacific Regulators on AAM and UAS.
Sri Lanka	In Progress	Completed	Completed	CAASL provides required support for turbo-prop operations to the stakeholder States upon as an when deemed necessary. UPRT, FPM Training and Procedures have been completed. However, Airworthiness needs analyses study is required to commence.
Thailand	In Progress	To Commence	In Progress	59/11 Thailand acknowledges and supports the vital role of turbo-prop aircraft in strengthen regional connectivity. These aircraft are particularly well-suited for serving short-haul routes and accessing airports in remote or less densely populated areas, thereby contributing significantly to inclusive and sustainable regional development. In reviewing the current aerodrome safety standards and requirement governing the public airport , Thailand found no provisions that would impede the operations of airlines utilizing turbo-prop aircraft at public airports. This confirms that the existing standards are compatible with and supportive of such operations. Delegates from turbo-prop operators actively participate in this task force, where CAAT works with them to strengthen safety measures, improve resilience, and tackle the unique challenges of turbo-prop operations, ensuring their continued contribution to national connectivity and aviation safety. The Operational Task Force is a collaborative platform facilitated by CAAT, bringing together key aviation stakeholders, including operators, regulators, and service providers. Its purpose is to enhance safety oversight, improve operational efficiency, and address specific challenges in aviation operations. 59/12 Noted. 59/13 Thailand acknowledged this item and will send our delegates to participate in the meeting of Asia-Pacific Regulators on AAM and UAS.
Timor Leste	To Commence	In Progress	In Progress	continue involve or participating in AP-RAST meeting for updating on going safety analysis or potential safety project continue to adopt the lates UAS regulation from ICAO or other resources that finds useful for the drone/USA operation
Vanuatu	Not Applicable	Not Applicable	Not Applicable	Vanuatu is a small island State and turbo prop operations is vital to our people for connectivity of our many small islands. We would like to see this operations supported in its resilience and growth.

State/Administration	Action Item 59/11	Action Item 59/12	Action Item 59/13	Remarks or supplementary information for Action Item 59/11, 59/12, 59/13
Viet Nam	In Progress	In Progress	In Progress	59/11. Viet Nam recognizes the importance of turbo-prop operations in ensuring regional and remote connectivity. Viet Nam provides targeted oversight of turbo-prop operators, particularly in challenging weather and terrain conditions. Emphasis is placed on stabilized approach procedures, terrain awareness, and robust safety management systems to support the safe and sustainable growth of these operations. 59/12. Viet Nam acknowledges the value of guidance from the Flight Safety Foundation. Relevant FSF materials are referenced in developing national advisory circulars and operator safety guidance, particularly in areas such as approach-and-landing risk mitigation. 59/13. Viet Nam is monitoring developments in AAM, UAS, and other new entrants. While regulatory frameworks are still under development by promulgating the new Civil Aviation Law, including provisions for the management of AAM, UAS, Viet Nam has established a dedicated working group to explore safety, airspace integration, and certification challenges posed by these technologies.

AGENDA ITEM 4 : AIR NAVIGATION

Action Item 59/14 Acknowledging that harmonization and cooperation are vital for successful ATM implementation, and recognizing the importance of seamless ATM operations and the advent of TBO, the Conference encouraged States/Administrations to participate in the Data Analytics Group (DAG) under the APANPIRG ATM Sub Group and the Asia Pacific Air Navigation Service Providers (ANSP) Committee (AAC), and to adopt a data-driven approach to enhance the efficiency and performance of ATM in regional ATM projects.

Responses on Action Item 59/14

State/Administration	Action Item 59/14	Remarks or supplementary information for Action Item 59/14
Afghanistan	To Commence	
Australia	Completed	Australia recognises that harmonisation and cooperation are important for the successful implementation of ATM. Australia participates in both the in the Data Analytics Group (DAG) and the Asia Pacific Air Navigation Service Providers Committee (AAC) and is committed to progressing data-driven approaches that enhance the efficiency and performance of ATM in the regional ATM projects. Australia is contributing to development and reporting of standardised Key Performance Indictors (KPIs) for ATM performance and has taken the lead on the development of the airport peak capacity KPI.
Bangladesh	To Commence	Bangladesh recognizes the importance of seamless ATM operations and would endeavour to participate in the Data Analytics Group (DAG) under the APANPIRG ATM Subgroup and the Asia Pacific Air Navigation Service Providers (ANSP) Committee (AAC). The installation of ADS-B and SWIM is currently underway. Upon completion, CAAB will initiate the implementation of TBO.
Bhutan	To Commence	N/A
Brunei Darussalam	To Commence	NIL
Cambodia	Completed	
China	In Progress	ATMB of CAAC coordinated with the CAUC to host the DAG 2025 annual group meeting from May 14 to 15, 2025. Shanghai and Guangzhou airports shared a comparative performance analysis in DAG 2025 annual group meeting.
Hong Kong, China	In Progress	
Macao, China	In Progress	Macao, China supports the adoption of data-driven approach towards enhancing efficiency and performance of ATM and is collecting those data agreed by the DAG for the performance measurements for the 8 KPIs. The ANSP of Macao, China has participated in the work of AAC.
Cook Islands	To Commence	Request assistance with this action item
Fiji	In Progress	Fiji supports regional harmonisation and data-driven initiatives to enhance Air Traffic Management (ATM) performance, including the implementation of Trajectory-Based Operations (TBO). We recognise the importance of collaboration through APANPIRG structures. Update: Fiji participates in APANPIRG and its relevant sub-groups and is working toward enhancing its ATM capabilities through data analysis and performance-based oversight. Fiji is part of working stream 4 (WS4) of the AACV and supports the efforts of the other 3WS. Fiji has signed a letter of intent to participate in the Free Route Operations (FRT0) initiative.
India	Completed	INDIA actively participates in APANPIRG ATM Subgroup meetings and APANPIRG meeting conducted by ICAO APAC office, to adopt latest decision-making tools and data driven approach in ATM.

State/Administration	Action Item 59/14	Remarks or supplementary information for Action Item 59/14
Indonesia	In Progress	<p>59/14: Indonesia actively participates in the Data Analytics Group (DAG) and an onsite meeting will be held to discuss the proposed 3 new KPIs related to ATM implementation. Indonesia has sent the results of calculation and analysis on 8 KPIs in accordance with the agreed method in the DAG.</p> <p>In addition, Indonesia also actively participated in The Asia and Pacific ANSP Committee (AAC) through ANSP Indonesia (AirNav Indonesia). In the AAC/4 meeting, Indonesia participated in discussing working arrangements DP/4/3 Action Item DP/4/4 59/15 DP/4/9 DP/4/10 DP/4/11 DP/4/13 3 streams (WS) to cooperate and interact and make a joint agreement in one frame seamless APAC seamless ANS plan.</p>
Japan	To Commence	Japan will contribute to activities related to performance management through data-driven approaches such as DAG in the APAC region.
Kiribati	Not Applicable	
Lao PDR	To Commence	Nil
Malaysia	In Progress	
Maldives	In Progress	Maldives National Air Traffic Services attends the Asia Pacific Air Navigation Service Providers (ANSP) Committee regularly
Mongolia	To Commence	Planning for this action is underway.
Nauru	To Commence	Nauru has not yet actively participated in the regional ANSP Committee or implemented data-driven ATM performance tools. Capacity limitations and lack of technical expertise have delayed progress. Support from ICAO or regional partners would be beneficial to help us align with these objectives.
Nepal	In Progress	Actively participated.
New Zealand	To Commence	To commence
Pakistan	To Commence	Nomination for participation in Data Analytic Group will be processed on receipt of invitation.
Palau	To Commence	PNAA need to look into this policy for adoption
Papua New Guinea	Completed	PNG notes and supports this Action Item. PNG ATM Service provider (NSPL) is also a member to the Air Navigation Service Provider (ANSP) Committee (AAC).
Philippines	In Progress	<p>At present, the current data analytics team has been able to measure the Airport Peak Capacity (KPI 09) and the Airport Peak Throughput (KPI 10). The team is constrained to the limited sources of data. The ongoing system upgrade and infrastructure developments of the New NAIA Infra Corporation will soon provide all other relevant information needed to measure other KPIs.</p> <p>The current team recommends the creation of a Technical Working Group (TWG) that will assist in the data-gathering, data processing, storage and data-analysis of the country's air traffic management database.</p> <p>The TWG will also identify which airports will be included in the regular reporting that will be submitted to the APAC DAG. The TWG will also conduct research on the potential use of open-sourced data in order to supplement the missing data for other airports in the country.</p> <p>In addition, collaboration of different States/Administration will be a great step to enhance cooperation and harmonization in developing a regional ATM project towards the concept of seamless sky.</p>
Republic of Korea	Completed	The Republic of Korea participated in the Asia-Pacific Data Analysis Group's online meeting and is committed to actively fostering harmony and cooperation for successful Air Traffic Management (ATM) implementation.
Samoa	In Progress	Seeking assistance from our PASO as well as our Pacific Liaison Office
Singapore	In Progress	Based on previous update to DGCA/59 – Singapore participates in the DAG and has contributed data to initiate an interim data analysis exercise focusing on eight key performance indicators (KPIs) under the Global Performance Air Navigation Plan (GANP).
Sri Lanka	In Progress	Sri Lanka serves as a member of the Data Analytics Group (DAG) within the APANPIRG ATM Sub Group and is currently in the process of measuring six key performance indicators in Stage I.
Thailand	Completed	<p>Thailand by AEROTHAI has been participating in DAG and AAC, where it takes leading role in Workstreams focusing on investment (Workstream 1) and implmentation (Workstream 2). For DAG, AEROTHAI supports CAAT in its active role as one of the founding members, participant, and data contributor to the ICAO DAG in order to enhance regional data analysis for the KPIs under the GANP.</p> <p>CAAT has supported ICAO's initiatives by assigning representatives to participate in relevant meetings and follow up on related activities. Additionally, CAAT has consistently assigned delegates to participate in the Asia Pacific Air Navigation Service Providers (ANSP) Committee (AAC) Workstreams 1, 2, and 3.</p>
Timor Leste	In Progress	Timor-Leste is always participating on APANPIRG ATM for the harmonization of the Successful ATM implementation and other ATM projects
Vanuatu	To Commence	We look forward to participate in these meetings should timing and funding allow us to.
Viet Nam	To Commence	1. Viet Nam fully acknowledges the importance of seamless ATM operation.

State/Administration	Action Item 59/14	Remarks or supplementary information for Action Item 59/14
		2. Viet Nam fully recognizes the importance of TBO and take pioneering steps in TBO implementation as VATM is one of 11 founding members of APAC TBO Pathfinder since 2023. 3. Vietnam has joined in APAC ATM/SG DAG. Data are continuously collected and analysed to enhance efficiency and performance.

Action Item 59/15 Acknowledging that GNSS RRFI events such as jamming and spoofing jeopardize the safety and resiliency of airspace operations, consistent with the recommendations of the Fourteenth Air Navigation Conference, the Conference urged:

1. States/Administrations to:
 - a) take appropriate actions to detect and mitigate GNSSRFI sources;
 - b) monitor, report, and share GNSS RFI events such as jamming and spoofing events and best practices of mitigation measures through APANPIRG;
 - c) maintain adequate conventional Ground Based Navigation Aids (GBNA)/minimal operational networks (MONs) to support aircraft navigation;
 - d) foster enhanced cooperation and collaboration regarding GNSS RFI events with military;
 - e) bring proposals for improvement in RT phraseology regarding reporting of GNSS RFI events to relevant ICAO forum; and
2. ICAO to organize a workshop for sharing best practices and lessons learned for managing and mitigating GNSS RFI events.

Responses on Action Item 59/15.1

State/Administration	Action 1 a)	Action 1 b)	Action 1 c)	Action 1 d)	Action 1 e)	Remarks or supplementary information for Action Item 59/15.1
Afghanistan	To Commence	To Commence	To Commence	To Commence	To Commence	ACAA will get decision to begin the mentioned issues.
Australia	Completed	Completed	Completed	Completed	Completed	<p>Australia acknowledges GNSS RFI events such as jamming and spoofing have the potential to jeopardise the safety and resiliency of airspace operations. In conjunction with efforts to mitigate the risks of GNSS interference in the first instance, Australia recognises that complementary steps should be taken to foster the development and improvement of methods for dealing with the safety-related consequences of such interference when they occur.</p> <p>a) Australia’s capacity to detect RFI includes: i. GNSS ground Navigation Systems (e.g. GBAS) have the capability to detect GNSS RFI and respond as required ii. deployment of GNSS RFI monitoring sensors at locations where GNSS RFI is reported or having an effect on operations iii. use of ADS-B data, to detect areas affected by GNSS RFI.</p> <p>In accordance with Australia’s Aeronautical Information Publication, aircraft operators are required to report any GNSS related issues aircraft directly to ATC. In response to these reports, ATC will take appropriate action and may include raising a NOTAM if GNSS RFI is impacting operations. Additionally, the Air Navigation Service Provider will investigate any reports in collaboration with both the operators and the Australian spectrum management authority to determine the appropriate course of technical response. Additionally, IATA collate and report GNSS RFI reported by aircraft operators which Australia reviews and acts as required.</p> <p>b) Australia will continue to share experiences with detecting and mitigating GNSS RFI to APANPIRG. To illustrate this, at the May 2024 GBAS/SBAS Implementation Task Force, Australia presented a paper on GNSS interference observations and their effect on GBAS performance.</p> <p>c) Australia has established a Backup Navigation Network (BNN) which currently consists of 109 NDBs, 47 VORs and 53 DMEs. The BNN is intended to enable the safe completion of Flight in the event GNSS is unavailable to a pilot. The BNN was established based on extensive consultation with the aviation community and the completion of a comprehensive safety assessment.</p> <p>d) Australia is progressing the update of the RNSS Jamming Agreement with Defence to protect CNS systems and airborne GNSS avionic receivers that are reliant on RNSS signals for operation.</p> <p>e) Australia will continue to share any suggested improvements in phraseology for GNSS RFI events.</p>

State/Administration	Action 1 a)	Action 1 b)	Action 1 c)	Action 1 d)	Action 1 e)	Remarks or supplementary information for Action Item 59/15.1
Bangladesh	To Commence	To Commence	Completed	To Commence	To Commence	<p>Bangladesh recognizes the adverse effects of jamming and spoofing in jeopardizing the safety and resiliency of airspace operations and supports the recommendations of the Fourteenth Air Navigation Conference in</p> <ul style="list-style-type: none"> • Action 1. a): detecting and mitigating GNSS RFI sources. • Action 1. b): monitoring, reporting, and sharing GNSS RFI events and best practices of mitigation measures through APANPIRG. • Action 1. c): maintaining adequate conventional Ground Based Navigation Aids to support aircraft navigation. • Action 1. d): coordinating GNSS RFI events with the military. • Action 1. e): putting forward proposals for improvement in RT phraseology regarding reporting of GNSS RFI events to relevant ICAO forum.
Bhutan	To Commence	In Progress	To Commence	To Commence	In Progress	N/A
Brunei Darussalam	In Progress	In Progress	To Commence	To Commence	To Commence	NIL
Cambodia	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	NIL
China	Completed	Completed	Completed	Completed	Completed	CAAC has undertaken a great deal of actions to prevent and mitigate harmful interference affecting the RNSS, and coordinating with other authorities actively, monitored the anomalies of the GNSS based on ADS-B, QAR and other relevant data. These actions achieved good results. Meanwhile, the network of ground-based navigation aids in China has been built and will be further improved to ensure safe and reliable service, which can be provided to aircraft when GNSS signal is interfered.
Hong Kong, China	Completed	In Progress	Not Applicable	Not Applicable	Not Applicable	Nil
Macao, China	In Progress	In Progress	In Progress	Not Applicable	Not Applicable	<p>Macao, China is looking into various GNSS interference and spoofing detection solutions, and keeping track of the development of regional procedure and guidelines for reporting/sharing of GNSS RFI issues to ICAO APAC Office.</p> <p>Macao, China is in active collaboration with the ANSP in the MONs aspect, any decision on decommissioning of GBNA need to be deliberated and accepted by the Civil Aviation Authority of Macao, China (AACM).</p>
Cook Islands	To Commence	To Commence	To Commence	To Commence	To Commence	Request assistance with action item
Fiji	In Progress	In Progress	In Progress	In Progress	In Progress	<p>Fiji acknowledges the threat posed by GNSS interference (RFI) events such as jamming and spoofing, and supports collaborative action and knowledge-sharing as urged by the Conference and aligned with AN-Conf/14 recommendations.</p> <p>Update: Fiji is maintaining essential ground-based navigation aids as a contingency measure and is reviewing procedures to enhance monitoring and reporting of GNSS RFI events, with plans to engage further through APANPIRG forums.</p>
India	Completed	Not Applicable	Not Applicable	Not Applicable	Not Applicable	DGCA has released ANSS Advisory Circular AC 01 of 2023 on GNSS RFI with guidance to all stakeholders including airline operators, pilots, air navigation service provider and ATCOs on threats of GNSS interference and mitigation measures. Subsequently, a number of measures like reporting, safety assessment, enhanced coordination and collaboration with military, etc have been implemented. With regard to proposals for new phraseology for GNSS RFI, same is not considered essential as current ICAO phraseology already contains phrases to report GNSS outage.

State/Administration	Action 1 a)	Action 1 b)	Action 1 c)	Action 1 d)	Action 1 e)	Remarks or supplementary information for Action Item 59/15.1
Indonesia	In Progress	In Progress	In Progress	In Progress	In Progress	DGCA Indonesia has established an active collaboration with the Ministry of Communication and Digital to increase awareness of the vulnerability of Global Navigation Satellite Systems (GNSS) and take any necessary action to mitigate the GNSS RFI event. As a concrete step, DGCA Indonesia has issued a formal letter requiring Air Navigation Service Providers (ANSPs) and airlines operating within Indonesian airspace to report any occurrences of radio frequency interference. It has also been communicated that these reports should utilize the standardized reporting form provided by ICAO Asia and Pacific (APAC) Office.
Japan	In Progress	In Progress	In Progress	In Progress	In Progress	1a) A GNSS RFI detection tool has been developed and its evaluation for official use has started at Network Performance Assessment Center(NPAC) of JCAB. 1b) This issue will be addressed within the ATM-SG through an ad hoc group on the GNSS and Data Link Disruptions. 1c) An initial MON has already been established. Further optimization will be discussed in accordance with ICAO policies. 1d) Japan is collaborating with the Ministry of Internal Affairs and Communications (MIC), the radio regulator of Japan, to mitigate the effects of GNSS RFI, whether the interference is natural or artificial. 1e) This issue is being addressed within the ATM-SG through an ad hoc group on the GNSS and Data Link Disruptions. In addition, information is being gathered on GNSS RFI events reported by some States and organizations at relevant ICAO panels. Japan is also monitoring the status of mitigation measures being trialed through systems in collaboration with the private sector. As discussions on responses to interference, including the development of guidance for civil-military coordination, are expected to progress, Japan plans to advance specific considerations for proposing improvements to radiocommunication terminology based on these developments.
Kiribati	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	not applicable
Lao PDR	To Commence	To Commence	To Commence	To Commence	To Commence	Nil
Malaysia	In Progress	In Progress	In Progress	In Progress	In Progress	To note and in progress
Maldives	In Progress	In Progress	In Progress	In Progress	In Progress	Understanding the importance of maintaining the safety, resiliency of airspace operations, Maldives is committed to address the recommendations in the action items.
Mongolia	To Commence	To Commence	To Commence	To Commence	To Commence	Planning for this action is underway.
Nauru	To Commence	To Commence	Not Applicable	Not Applicable	To Commence	Nauru does not currently experience GNSS RFI events nor have the technical systems in place for detection or reporting. There is no military coordination mechanism applicable. However, we are open to learning more through ICAO-led initiatives and regional collaboration.
Nepal	In Progress	In Progress	In Progress	In Progress	In Progress	In Progress.
New Zealand	In Progress	In Progress	Completed	In Progress	Not Applicable	Most in progress
Pakistan	In Progress	Completed	Completed	In Progress	To Commence	a) The relevant stakeholders such as ANSP, Military, Frequency Allocation Board (FAB), Pakistan Space and Upper Atmosphere Research Commission (SUPARCO) are continuously engaged for detection and mitigation of GNSS RFI. b) The mechanism has been established to collect and analyze the GPS jamming/Spoofing events at state level c) The GBNA/MONA is being maintained by ANSP (CNS Dte. PAA) to support aircraft navigation. d) The continuous liaison is maintained with the military regarding GNSS RFI events. Currently, the MOD has been engaged to take up the matter with all stakeholders at appropriate level for resolution of the issue.
Palau	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Palau will look into this action plan and adopt necessary policy

State/Administration	Action 1 a)	Action 1 b)	Action 1 c)	Action 1 d)	Action 1 e)	Remarks or supplementary information for Action Item 59/15.1
Papua New Guinea	In Progress	In Progress	In Progress	In Progress	In Progress	1. Actions 1a, 1b, 1c, 1d, 1e: PNG acknowledges that GNSS RFI events such as jamming and spoofing jeopardize the safety and resiliency of airspace operations, and will take appropriate actions as recommended by the Air Navigation Conference.
Philippines	In Progress	In Progress	Completed	In Progress	To Commence	<p>Action 59/15.1: For detection, the Philippines through the CAAP is currently relying on reports coming in from Airlines because of a Memorandum Circular issued, directing airline operators to report such incidents. For future consideration, CAAP as ANSP, is exploring emerging technologies offering services, such as space-based detection of GNSS signal jamming and spoofing. It would be advantageous if this detection system can be integrated to the current ATM system so that a real-time status monitoring of our airspace can be provided to airspace users.</p> <p>Develop a program that will promote awareness on GNSS RFI and take appropriate actions in detecting and mitigating the effects of RFIs.</p> <p>CAAP is well represented in the APANPIRG and continues its engagement especially in the sharing, implementation and crafting of best practices and mitigation measures in addressing GNSS RFI.</p> <p>CAAP in its role as ANSP, is currently implementing an accelerated rehabilitation program of existing ground-based navigation systems network, to include identification and design of minimum operational network (MONs). DME to DME navigation is also being evaluated.</p> <p>For detection, the Philippines through the CAAP is currently relying on reports coming in from Airlines because of a Memorandum Circular issued, directing airline operators to report such incidents. For future consideration, CAAP as ANSP, is exploring emerging technologies offering services, such as space-based detection of GNSS signal jamming and spoofing. It would be advantageous if this detection system can be integrated to the current ATM system so that a real-time status monitoring of our airspace can be provided to airspace users.</p> <p>CAAP is well represented in the APANPIRG and continues its engagement especially in the sharing, implementation and crafting of best practices and mitigation measures in addressing GNSS RFI.</p> <p>CAAP in its role as ANSP, is currently implementing an accelerated rehabilitation program of existing ground-based navigation systems network, to include identification and design of minimum operational network (MONs). DME to DME navigation is also being evaluated.</p>
Republic of Korea	Completed	Completed	Completed	Completed	Completed	ROK has expressed grave concerns at the 234th ICAO Council meeting regarding the repeated and intentional radio frequency interference (RFI) occurring on the Korean Peninsula, and called upon the originating source (state) to immediately cease such RFI and implement measures to prevent recurrences, and shared the current status of RFI and our real-time monitoring methodologies at the ICAO APAC Radio Navigation Symposium in India, and proposed the sharing of collaborative solutions among member states.
Samoa	To Commence	To Commence	To Commence	To Commence	To Commence	Funding and availability of capable Human resources is an absolute challenge
Singapore	In Progress	In Progress	In Progress	Not Applicable	Not Applicable	<p>a) Controllers have been trained on how to identify and react to GNSS RFI events, Singapore is in the midst of getting additional means to detect and mitigate GNSS RFI sources.</p> <p>b) Singapore is monitoring GNSS RFI events.</p> <p>c) We have existing GBNA to provide alternate positional reference for suitably equipped aircraft. However, the coverage is focused on providing resiliency for aerodrome operations. Singapore, through the ASEAN forums, is working on the establishment of an ASEAN MON of DMEs and for ASEAN Member States to collaborate on harmonised DME coverage and procedures to undertake in the event of a GNSS RFI event. This will provide a layer of resiliency for approach and enroute operations.</p> <p>d) Nil</p> <p>e) Nil</p>

State/Administration	Action 1 a)	Action 1 b)	Action 1 c)	Action 1 d)	Action 1 e)	Remarks or supplementary information for Action Item 59/15.1
Sri Lanka	To Commence	To Commence	Completed	Completed	To Commence	<p>At present, Sri Lanka receives Mandatory Occurrence Reports (MORs) concerning GNSS and GPS spoofing. Meanwhile, discussions are underway to introduce GNSS-related RFI occurrence reporting forms for use by both Air Traffic Controllers and Pilots within the CAASL Occurrence Reporting System.</p> <p>Sri Lanka is currently maintaining adequate infrastructure with minimum operational network (MON) of conventional navigation aids enabling aircraft operators to use as appropriate during GNSS interference/ spoofing within the effective operating range of traditional navaids.</p>
Thailand	Completed	Completed	In Progress	Completed	To Commence	<p>Thailand acknowledges the growing risks posed by GNSS RFI events, including jamming and spoofing, which are significantly impacting airspace operations. In response to the increasing threat of GNSS RFI, CAAT has taken the following actions:</p> <p>a) Actions to Detect and Mitigate GNSS RFI Sources: CAAT issued Safety Bulletin SB-04-2024, which provides guidance on detecting and mitigating GNSS RFI sources. The bulletin includes recommendations for operators to monitor and report interference incidents and emphasizes the importance of continuous monitoring, prompt reporting, and collaboration to mitigate GNSS RFI threats effectively.</p> <p>b) Monitoring, Reporting, and Sharing GNSS RFI Events: As part of our proactive approach, CAAT encourages operators to report GNSS RFI events, such as jamming and spoofing, as VOR reports while awaiting the finalization of CAAT Requirement No. 22. AEROTHAI has established internal procedures for reporting GNSS RFI events, which are subsequently communicated to CAAT for appropriate action.</p> <p>c) AEROTHAI is revising its strategy and developing installation plans for Navigation Aids to ensure the continued adequacy of its conventional Ground-Based Navigation Aids (GBNA) network.</p> <p>d) Discussions have been held with military units to raise awareness of RFI events and their impacts, as well as to foster improved cross-border military cooperation on RFI-related issues.</p> <p>On GNSS RFI event, Thailand has taken the following actions;</p> <ol style="list-style-type: none">1. Dissemination of information through both offline (flyers and billboards) and online channels (social media), under the campaign concept “Don't Use GPS Jammer” throughout 2024.2. Collaboration in the issuance of a Safety Bulletin (published on the CAAT website) regarding GNSS interference.3. Presentation and discussion of GNSS interference mitigation measures during the “GIPTA 2.0 Site Workshop in Bangkok” held in January 2025.4. Joint on-site inspection at Suvarnabhumi Airport concerning the use of jammers, in collaboration with The National Broadcasting and Telecommunication Commission (NBTC), the Royal Thai Police, and the Department of Land Transport, which led to the arrest of offenders.5. Development of a dashboard to present safety reports related to GNSS interference.6. Coordination with the Aviation Security and Facilitation Standards Department to raise awareness on GNSS signal interference caused by GPS jammer devices, including initial monitoring and recommendations for verification of GNSS disruptions originating from Myanmar which affected to Bangkok Area Control Sector 4N. This issue was brought to the Airspace Management Subcommittee meeting and resolved to proceed through three coordination channels:<ol style="list-style-type: none">6.1 Security-related coordination via the Thai-Myanmar Border Committee (TBC);6.2 Frequency and radio usage coordination via The National Broadcasting and Telecommunication Commission (NBTC); and6.3 Civil aviation coordination through the meeting of the Communications, Navigation and Surveillance Sub-group (ATWG-CNS/SG and other relevant bodies). <p>Moreover, CAAT has assigned representatives to support ICAO’s work in the Ad Hoc Group on Establishing Procedures for GNSS and Data Link Disruption.</p>

State/Administration	Action 1 a)	Action 1 b)	Action 1 c)	Action 1 d)	Action 1 e)	Remarks or supplementary information for Action Item 59/15.1
Timor Leste	To Commence	In Progress	In Progress	To Commence	To Commence	to be ready and coordinate
Vanuatu	To Commence	To Commence	Completed	To Commence	To Commence	We have completed the upgrade and maintenance of our conventional Ground Based Navigational Aids.
Viet Nam	In Progress	In Progress	In Progress	In Progress	In Progress	Viet Nam fully acknowledges the seriousness of GNSS Radio Frequency Interference (RFI) events. To address this challenge, Viet Nam is implementing a research project entitled "Research on the Application of GNSS Monitoring in the Provision of Air Navigation Services." The project aims to identify appropriate methods and tools to: + Detect sources of GNSS RFI; + Monitor, report, and share information on GNSS RFI events, including jamming and spoofing. Additionally, Viet Nam has implemented a RAIM (Receiver Autonomous Integrity Monitoring) prediction system to assess and forecast the integrity of GPS satellite signals. This system is designed to provide real-time and pre-flight integrity predictions for GNSS-based operations at airports, within terminal areas, and along en-route segments. The objective is to support safe and efficient aircraft operations that rely on GNSS navigation by ensuring the availability and reliability of satellite signal integrity information.

Responses on Action Item 59/15.2

State/Administration	Action 2	Remarks or supplementary information for Action Item 59/15.2
Afghanistan	Noted	As per UN and ICAO sanctions, we cannot participate to any workshops, conferences, events and trainings.
Australia	Noted	Australia notes and supports the request for ICAO to organise a workshop for sharing best practices and lessons learned for managing and mitigating GNSS RFI events.
Bangladesh	Noted	• Action 2: Bangladesh welcomes the decision to organize a workshop for sharing best practices and lessons learned for managing and mitigating GNSS RFI events
Bhutan	Noted	N/A
Brunei Darussalam	Noted	NIL
Cambodia	Noted	
China	Noted	China would like to take more actions to prevent and mitigate harmful interference to GNSS, participate in the work of developing effective mitigation and contingency planning measures of ICAO.
Hong Kong, China	Noted	
Macao, China	Noted	Noted.
Cook Islands	Noted	Please advise workshop and request hybrid workshop
Fiji	Noted	n/a
India	Noted	India also hosted ICAO workshop on GNSS RFI for APAC - Radio Navigation Symposium 2025 from 7-9 April 2025 for spreading awareness about GNSS RFI.
Indonesia	Noted	Noted
Japan	Noted	Japan contributed by participating in the ICAO APAC Radio Navigation Symposium and presenting the current situation in Japan.
Kiribati	Noted	support
Lao PDR	Noted	Nil
Malaysia	Noted	
Maldives	Noted	
Mongolia	Noted	Planning for this action is underway.
Nauru	Noted	Nauru supports ICAO's initiative to organize workshops on GNSS RFI. Participation in such workshops would be highly beneficial to build awareness and technical capacity, especially for small island states with limited surveillance infrastructure.
Nepal	Noted	Will be participated.
New Zealand	Noted	Noted

Pakistan	Noted	
Palau	Noted	
Papua New Guinea	Noted	PNG notes and supports this Action Item and will in the ICAO workshop for sharing best practices and lessons learned for managing and mitigating GNSS RFI events.
Philippines	Noted	Action 59/15.2: CAAP is currently engaged with State Radio Spectrum Regulator (NTC), to enhance collaboration in RFI source identification and other technical issues. However, CAAP is found lacking in its collaboration with the State Military, defense agencies, and local law-enforcement in-order to have a special response team to address GNSS RFI. State Military also needs to coordinate their activities with CAAP, especially if this will involve GNSS jamming/spoofing, so that civilian aircraft are properly handled. Note: In the USA, a composite response team is activated to identify and resolve GNSS RFI, the moment a report is received. This Team is composed of FAA, FCC, Dept. of Homeland Security, US Coast Guard, FBI and the involved local law enforcement agency.
Republic of Korea	Noted	
Samoa	Noted	
Singapore	Noted	
Sri Lanka	Noted	A workshop organized to facilitate the sharing of best practices and lessons learned in managing and mitigating GNSS RFI events with the presence of civil aviation authorities, air navigation service providers, aircraft operators, and other stakeholders involved in GNSS operations would be very much encouraged.
Thailand	Noted	
Timor Leste	Noted	ready to participate
Vanuatu	Noted	Vanuatu agrees this will be a productive workshop for information sharing of experiences.
Viet Nam	Noted	For conventional navigation, Viet Nam continues to maintain a network of conventional Ground-Based Navigation Aids (GBNAs), including ILS/DME, VOR/DME, and even NDB at certain airports where ILS installation is not feasible. These systems play a vital role in supporting aircraft navigation, especially in the event of GNSS outages or interference. Furthermore, Minimal Operational Networks (MONs) are being maintained to ensure basic navigation capability remains available. Viet Nam is also exploring the use of alternative procedures—such as SID radar vectoring—to help maintain safe and efficient flight operations during periods of GNSS disruption.

Action Item 59/16

Acknowledging the operational benefits of implementing seamless UPR, the Conference encouraged States/Administrations to explore the implementation of UPR and FRA between neighbouring FIRs.

Action Item 59/17

Noting the importance of harmonization and collaboration among sub-regional ATFM initiatives, the Conference reaffirmed that States/Administrations should continue promoting ATFM collaboration in accordance with APANPIRG and its Sub- Groups’ Terms of Reference, and their activities.

Responses on Action Item 59/16 & 59/17

State/Administration	Action Item 59/16	Action Item 59/17	Remarks or supplementary information for Action Item 59/16 and 59/17
Afghanistan	In Progress	In Progress	ACAA will explore the implementation of UPR and FRA between neighboring FIRs.
Australia	Completed	Completed	Australia acknowledges the cost savings associated with UPR and the number of ASBUs associated with these types of operations which will assist in achieving LTAG. Australia has implemented UPR in Australian-administered airspace and implemented cross border UPRs with Indonesia on specific flights and continues to progress opportunities for cross-border UPR with other States through Working Group 4 of the Asia Pacific Air Navigation Service Providers (ANSP) Committee (AAC). Australia acknowledges the importance of harmonisation and collaboration among sub-regional ATFM initiatives. Australia continues to promote ATFM collaboration through engagement with the Asia Pacific Cross-Border Multi-Nodal ATFM Collaboration (AMNAC) initiative to promote and grow seamless ATFM through the region by promoting shared information and common operating procedures where relevant. Additionally, Australia attended the 13th Meeting of the Asia/Pacific Air Traffic Flow Management Steering Group (ATFM/SG) in April/May 2025 where several papers were presented on the implementation of a multi-port integrated A-CDM and management of the Ground Delay Programs (GDP) in Australia.
Bangladesh	Completed	To Commence	59/16 Acknowledging the operational benefits of implementing seamless UPR, Bangladesh would support measures in exploring the implementation of UPR and FRA between neighbouring FIRs.

State/Administration	Action Item 59/16	Action Item 59/17	Remarks or supplementary information for Action Item 59/16 and 59/17
			59/17 Bangladesh will continue to promote ATFM collaboration in accordance with APANPIRG and the Terms of Reference of its Sub-Groups and their activities.
Bhutan	To Commence	To Commence	N/A
Brunei Darussalam	To Commence	In Progress	NIL
Cambodia	In Progress	In Progress	Continue promoting ATFM collaboration in accordance with APANPIRG SG
China	Not Applicable	In Progress	In response to the DGCA/59 action item on the importance of harmonization and collaboration among sub-regional ATFM initiatives, ATMB CAAC has been actively advancing regional ATFM collaboration on multiple fronts, and initial progress has been achieved: 1. Under ICAO's initiative and framework, ATMB CAAC has been actively participating in the ICAO ATFM Steering Group (ICAO/ATFMSG) and its related working groups, particularly in efforts to promote harmonization and collaboration among sub-regional ATFM initiatives. Concurrently, through the ICAO AAC framework, ATMB CAAC has also engaged with other States/Administrations to jointly promote regional ATFM, with encouraging early results. 2. Internally within the ATMB CAAC, harmonization and collaborative efforts are also underway. ATMB CAAC has actively contributed to regional coordination mechanisms such as AMNAC and NARAHG, and has taken the lead in initiating the establishment of the ICAO/ATFM/IR/SWG to further drive integrated ATFM operations across the Asia-Pacific region. 3. On the operational level, regional ATFM cooperation has begun to yield tangible results. Under the lead by Operational Management Center (OMC), ATMB CAAC is now implementing mutual CTOT exchanges with Southeast Asia and has also achieved integrated CTOT operations with States/Administrations in Northeast Asia, including the Republic of Korea which is marking a solid step towards the realization of regional ATFM integration.
Hong Kong, China	To Commence	In Progress	Nil
Macao, China	Not Applicable	In Progress	Item 59/16: Noted. Item 59/17: Macao, China has engaged in ATFM collaboration and supports harmonization and collaboration among sub-regional ATFM initiatives.
Cook Islands	To Commence	To Commence	Request assistance with this action item
Fiji	In Progress	In Progress	59/16: Fiji supports the implementation of User-Preferred Routes (UPR) and Free Route Airspace (FRA) to enhance operational efficiency and environmental performance. We recognise the importance of collaboration between neighbouring FIRs for seamless implementation. Update: Fiji has implemented UPR in the Nadi FIR and will be exploring the feasibility of FRA in coordination with regional partners and continues to participate in related discussions under APANPIRG. 59/17: Fiji fully supports the harmonisation and collaboration of Air Traffic Flow Management (ATFM) initiatives at the sub-regional level, consistent with APANPIRG's Terms of Reference and work programs. Update: Fiji continues to participate in regional ATFM collaboration efforts and will be working to align national ATFM planning with Asia/Pacific guidance to support seamless operations.
India	Not Applicable	Not Applicable	UPR (user preferred routes) and FRA (Free route airspace) is beneficial when implemented across FIRs. At present, sufficient guidance and implementation in neighboring FIRs is lacking.
Indonesia	In Progress	In Progress	59/16: Indonesia has conducted UPR trials from 2020 - 2023, then full implementation of UPR on October 5, 2023 until now for Hajj flights and international overflying. Regarding the FRA trial project, the ANSP APAC Workstream 4 (WS4) Committee, in collaboration with IATA, has started the implementation of Free Route Airspace (FRA) to improve operational efficiency and collaboration among ANSPs. The project commenced on August 5, 2024, involving airlines and ANSPs from Australia, Indonesia, Singapore, and New Zealand starting with the signing of a Letter of Intent (LoI) in Q4 2023, followed by Australia signing the LoI on July 8, 2024. Trial FRA commenced on August 5, 2024 covering various city pairs of Australia, Indonesia, New Zealand, and Singapore, FRA is scheduled until April 30, 2025. A review and evaluation was conducted in Q1 2025 to evaluate progress and identify expansion opportunities. Indonesia and Australia implement the cross boundary UPR (Jakarta FIR, Ujung Pandang FIR, Brisbane FIR, Melbourne FIR). In addition, Indonesia has actively participated in regional discussions on the implementation of UPR, particularly within the Asia-Pacific region. Through its engagement, Indonesia has contributed to shaping strategies and best practices aimed at fostering seamless cross-border air traffic management and enhancing regional interoperability in line with ICAO's global air navigation objectives. 59/17: Indonesia reports annually to ICAO on ATFM implementation through the ATFM Implementation Reporting Form.
Japan	To Commence	In Progress	59/16: Japan will continue to work in cooperation with neighboring States to pursue more efficient ATC operations and enhanced convenience for airspace

State/Administration	Action Item 59/16	Action Item 59/17	Remarks or supplementary information for Action Item 59/16 and 59/17
			users, while also expanding environmentally conscious initiatives such as FRA and UPR. 59/17: Recognizing the importance of harmonization and collaboration among sub-regional ATFM initiatives, Japan is continuously working to improve the ATFM efficiency in coordination with neighboring States in accordance with the terms of reference of APANPIRG and its ATM/Sub-Group.
Kiribati	Not Applicable	Not Applicable	not applicable
Lao PDR	To Commence	In Progress	Nil
Malaysia	In Progress	In Progress	CAAM recognises the importance of UPR and FRA between states. CAAM is currently implementing a trial DRO and is exploring cross-boundary DRO as well as the implementation of UPR. The strategic implementation framework has been published to provide a systematic approach for FRT0 (DRO, UPR, FRA etc) implementation.
Maldives	In Progress	To Commence	UPR routes are implemented in Male' FIR, Free route airspace concept is under discussion. Maldives would collaborate with the neighboring states to implement the ATFM initiatives in accordance with the APANPIRG & its subgroup TORS.
Mongolia	To Commence	To Commence	Planning for this action is underway.
Nauru	To Commence	To Commence	Nauru has not yet initiated activities related to seamless UPR and FRA implementation or regional ATFM collaboration due to limited operational scale and technical capacity. However, we recognize the importance of future participation and welcome opportunities for training, guidance, and support through ICAO and APANPIRG SubGroups.
Nepal	In Progress	In Progress	In Progress
New Zealand	To Commence	Completed	Commenced
Pakistan	To Commence	In Progress	59/16: UPRs and FRA will be considered subject to agreement by relevant stakeholders 59/17: For normal current traffic, demand does not normally exceed the declared capacity. However, the implementation of ATFM for anticipated imbalance is under consideration in coordination with ANSP. The ATFM implementation status is annually shared with ICAO APAC. The historic ATFM measure of BOBCAT is currently suspended since non-availability of ATS in Kabul FIR. The participation by ANSP will be ensured with expected resumption in future.
Palau	Not Applicable	Not Applicable	PNAA will look into this Action Palm
Papua New Guinea	In Progress	Completed	1. PNG acknowledges the operational benefits of implementing seamless UPR, and to explore the implementation of UPR and FRA between neighboring FIRs. 2. PNG notes and supports this Action Item.
Philippines	In Progress	In Progress	Action 59.16: The Philippines is in constant coordination with its neighboring FIRs for the implementation of UPR and FRA. Action 59/17: The Philippines is continuously participating in the collaboration and harmonized implementation of cross-border ATFM. As a facilitating ATFM, acquisition of an ATFM system is in progress, in preparation to Level 3 ATFM NODE Upgrade.
Republic of Korea	Completed	Completed	59/16 To implement the FRA with neighboring FIR, the Republic of Korea proposes implementation through the 10th ROK-China CNS/ATM coordination meeting and asks for continuous consideration. In order to efficiently utilize airspace within Incheon FIR and neighboring FIRs, the Republic of Korea has formed an 'Airspace improvement Task Force team' and conducted research to improve airspace. 59/17 The Republic of Korea (ROK) is participating in the newly established ATFM Concept Design Ad-Hoc Group, formed as a follow-up on ATFM/SG/15. In this group, the ROK is reviewing the existing Terms of Reference (TOR) and collaborating on the development of a draft international standard for the study and implementation of the next-generation Air Traffic Management (ATM).
Samoa	To Commence	To Commence	We don't have resources in house to assist
Singapore	In Progress	In Progress	59/16: Singapore engages in the work of the Asia Pacific Air Navigation Service Provider Committee (AAC) workstream 4 to explore and promote Free Route Operations (FRT0) and is part of the UPR trials, which commenced in Aug 2024. Singapore has implemented Direct Route Operations with Indonesia as a progressive step towards FRT0. 59/17: Singapore remains committed in promoting the harmonisation and collaboration of ATFM initiatives across Asia Pacific through active participation and contributions in key forums, including the Asia-Pacific Cross-Border Multi-Nodal ATFM Collaboration (AMNAC), ICAO APAC ATFM Steering Group (ATFM/SG), ATFM Concept Design Ad-hoc Group and ATFM Information Requirement Small Working Group (ATFM/IR/SWG) meetings.

State/Administration	Action Item 59/16	Action Item 59/17	Remarks or supplementary information for Action Item 59/16 and 59/17
Sri Lanka	In Progress	To Commence	Sri Lanka has implemented UPR airspace referred as UPR Geographic Zone (Colombo-UPRGZ) from FL245 – FL460 (Lateral Limits area available in ENR 3.5 of AIP Sri Lanka). Discussions are underway for the Implementation of FRA within Colombo FIR. At present, the Colombo ACC is balancing the air traffic demand with available capacity. Sri Lanka Air Navigation Plan has included implementation of CDM and ATFM related planning elements inline with APAC Seamless Plan.
Thailand	In Progress	In Progress	<p>59/16 According to the work plan of the Airspace Organization and Management –Technical Working Group (AOM TWG), the implementation of Direct Routing (DCT) is currently underway and is expected to be in operation by 2026. Additionally, there are plans to further develop certain portions of the airspace into Free Route Airspace (FRA) in the future. Once sufficient progress has been made at the national level, further discussions on regional cooperation with neighboring States will be initiated.</p> <p>As a preparatory step towards the implementation of Free Route Airspace (FRA), AEROTHAI is currently in the process of deploying the Direct Routing (DCT) concept. However, further development—including at the policy level—and careful consideration of various operational and technical aspects are required to enable the transition to FRA. This includes enhancements in air traffic management systems and cross-border coordination.</p> <p>59/17 Thailand continues to be an active participant in one of the major regional ATFM initiatives, the Asia-Pacific Cross-Border Multi-Nodal ATFM Collaboration (AMNAC), in which AEROTHAI is one of the Level-3 ATFM Nodes and a Core Team member of the project. Since the last DGCA meeting, the AMNAC project has met twice to review the operations and progress on outstanding topics including addressing conflicting ATFM measures, enhancing operational procedures, and supporting the development of SWIM-based ATFM information exchange. These efforts are aligned with the APAC Regional ATFM Concept of Operations and the Regional Framework for Collaborative ATFM, enabling harmonization among sub-regional ATFM initiatives</p>
Timor Leste	To Commence	To Commence	aware of operational benefit of UPR training and ready to participate
Vanuatu	To Commence	To Commence	Yet to be explored.
Viet Nam	To Commence	Completed	<p>59/16. Vietnam has yet to implement seamless UPR and FRA. However, Viet Nam fully acknowledges the benefits of those initiatives and have solid steps toward implementation. Viet Nam is in the process of reviewing and updating the ANS plan in accordance with GANP and APAC seamless ANS plan.</p> <p>59/17. Viet Nam fully acknowledges the importance of harmonization and collaboration among sub-regional ATFM initiatives. In APAC region, Vietnam has already implemented ATFM level 3 of AMNAC initiative and seeking to become a member of NARAHG initiative.</p>

AGENDA ITEM 5 : AVIATION SECURITY AND FACILITATION

Action Item 59/18 To promote digital transformation (DX) of security and to help ensure a sustainable future for air transport, the Conference encouraged relevant aviation security stakeholders to share experience, information and best practices on the development and testing of DX in airport security screening systems and operations and to allocate the necessary technical experts and financial budget for DX research and development.

Action Item 59/19 The Conference encouraged the sharing of relevant information between States/Administrations and stakeholders engaged in or impacted by One Stop Security (OSS) arrangements to minimize creating any new vulnerabilities in the global aviation security system and assist to assess risks to their respective national civil aviation systems and operations.

Action Item 59/20 Noting the importance of the full and effective implementation of PNR and API requirements, the Conference agreed that States/Administrations should establish robust PNR and API systems in accordance with relevant ICAO Annex 9 - Facilitation SARPs and UNSCRs 2178 and 2396; and to avail themselves of assistance as necessary.

Action Item 59/18 & 59/19 & 59/20

State/Administration	Action Item 59/18	Action Item 59/19	Action Item 59/20	Remarks or supplementary information for Action Item 59/18, 59/19, and 59/20
Afghanistan	In Progress	Not Applicable	Completed	No remarks
Australia	Completed	Completed	Completed	<p>Action item 59/18: Australia values States sharing their experiences, best practice and lessons learnt from implementation of new technology, to support others who may be considering implementing new technology.</p> <p>Australia welcomes the opportunity to share its experience in implementing enhanced equipment requirements across Australian airports. This includes the use of body scanners for screening of persons and Computer Tomography X-ray for screening of baggage and personal effects. Australia is also trialling the use of Automated Prohibited Items Detection (APIDs) technology to assist screening officers in the detection of prohibited items and weapons.</p> <p>Australia discusses aviation security screening technology with other States at ICAO meetings such as the Aviation Security Panel (AVSECP) and the Working Group on Innovation in Aviation Security (WGIAS) and the Regional Aviation Security Coordination Forum Asia Pacific (RASCF-APAC); and with industry members at Australia's aviation security industry forum meetings.</p> <p>Action item 59/19: Australia values States sharing their experiences and lessons learnt from engaging with other States to implement OSS.</p>

State/Administration	Action Item 59/18	Action Item 59/19	Action Item 59/20	Remarks or supplementary information for Action Item 59/18, 59/19, and 59/20
				<p>Australia has applied to participate in the USA’s OSS Pilot Program. The USA has visited Australia to conduct on-site observations to support their assessment of Australia’s security measures. The USA’s analysis phase is currently underway. If this OSS arrangement proceeds, the USA and Australia will share information with other relevant States.</p> <p>Action item 59/20: Australia contributes to full and effective implementation of Annex 9 in the region through membership of:</p> <ul style="list-style-type: none">• the Implementation Capacity Building Working Group• the New Technologies Working Group• the Public Key Directory (PKD) Board• the PKD Executive Body• ISO subcommittee working groups 37 (biometrics) and 17 (cards and chips). <p>Our engagement in the region has included:</p> <ul style="list-style-type: none">• In 2024, Australia co-hosted with the New Zealand Department of Internal Affairs and Fiji immigration Department a Pacific Passport Conference alongside the ICAO Implementation Capacity Building Working Group. The ICAO’s Pacific Liaison Office also attended.• As part of the ICAO Implementation Capacity Building Working Group, Australia contributed to in-person testing of the Secure Issuance of Travel Documents Guide in Papua New Guinea (PNG) in October 2024.
Bangladesh	Completed	Not Applicable	In Progress	<p>59/18 Bangladesh has successfully implemented the AVSEC ID System, integrating chip-based airport passes to strengthen access control and support digital transformation initiatives in aviation security</p> <p>59/19 N/A</p> <p>59/20 CAAB, in coordination with relevant government organizations, is in the advanced stages of implementing the Advance Passenger Information (API) and Passenger Name Record (PNR) systems. Technical and legal frameworks are being aligned with ICAO Annex 9 SARPs and related UN Security Council Resolutions.</p>
Bhutan	Not Applicable	To Commence	To Commence	N/A
Brunei Darussalam	To Commence	To Commence	Completed	NIL
Cambodia	Completed	Completed	Completed	NIL
China	In Progress	To Commence	Completed	<p>In recent years, CAAC has issued the "Technical Specification for Passenger and Luggage Security Check Information Management System at Airports (Trial)" and the "Specification for Security Check Process and Information Application of Air Cargo Transport Based on Centralized Image Processing Mode". It is also developing the "Technical Specification for Civil Aviation Cargo and Mail Security Check Information Management System" and the "General Data Format Specification for Civil Aviation Security Check Images" to provide policy guidance for the digital transformation of the industry.</p> <p>Action Item 59/19: Actions will be taken according to future needs and relevant conditions.</p> <p>Since 2020, China has continuously promoted the management of advance passenger name record (PNR) reporting for inbound and outbound flights. Currently, over 120 foreign airlines have submitted PNR data to China, and China's relevant practices have passed the security audit of the ICAO.</p>
Hong Kong, China	In Progress	Not Applicable	In Progress	<p>(59/18): Hong Kong, China presented relevant experience and information in regional forums. Hong Kong, China looks forward to the sharing by relevant aviation security stakeholders on their experiences on digital transformation (DX) in airport security screening systems and operations. In parallel, The Civil Aviation Department of Hong Kong, China (HKCAD) has closely liaised with the Airport Authority Hong Kong on the DX initiatives within the air cargo sector, such as the HKIA Cargo Data Platform.</p> <p>(59/19): Hong Kong, China has not engaged in any OSS arrangements with other States/ Administrations. Should there be any in the future, appropriate information will be shared with relevant States/Administrations and stakeholders.</p> <p>(59/20): Hong Kong, China has implemented an interactive API system on 3 September 2024. The PNR system is expected to follow in due course.</p>
Macao, China	To Commence	Not Applicable	Completed	Item 59/18: Macao, China will share pertinent experience where applicable.

State/Administration	Action Item 59/18	Action Item 59/19	Action Item 59/20	Remarks or supplementary information for Action Item 59/18, 59/19, and 59/20
				Item 59/19: Macao, China will share relevant information with concerned States/Administrations and stakeholders once One Stop Security (OSS) arrangements are implemented in Macao. Item 59/20: Macao, China has established API system since November 2021.
Cook Islands	To Commence	To Commence	To Commence	Request assistance with this action item
Fiji	To Commence	In Progress	In Progress	59/18: Fiji supports the digital transformation of aviation security systems and operations to enhance efficiency, passenger facilitation, and resilience. We recognise the importance of collaboration and investment in R&D to advance DX in airport screening. Update: Fiji is exploring transitioning to CTX equipment for screening to align itself with Australia and New Zealand. It is working with global partners who have had extensive experience with CTX, including identifying potential sources of funding. TSA donated modular bomb system (MBS) kits and trained persons in Fiji in September 2024 (airport operator, regulator, security company) on how to conduct covert tests of screening equipment and access control points using the kits. Fiji relies on our partners like TSA with research, development and testing capabilities for technical advice and guidance. There is no specific budget allocated for research and development. Fiji will continue to review opportunities for incorporating digital technologies in aviation security screening and will continue engaging with partners to exchange best practices and build capacity for DX implementation. 59/19: Fiji supports the collaborative approach to One Stop Security (OSS) and emphasises the importance of information sharing to prevent security vulnerabilities and strengthen risk assessment across civil aviation systems. Update: Fiji has not implemented OSS and is currently doing its due diligence. We have reached out to TSA for assistance and guidance on this matter, given its experience with Heathrow and Sydney Airport. Fiji is of the view that there should be bilateral or multilateral agreements in place with States and not just unilateral acceptance and recognition. CAA Fiji and Police Special Branch work together to assess risks/threats to the civil aviation system. Coordination with regional and bilateral partners on OSS arrangements will integrate this shared security information into our national risk-based oversight approach. CAA Fiji inspectors monitor risks to aviation as part of their oversight functions. 59/20: Fiji supports the full and effective implementation of Passenger Name Record (PNR) and Advance Passenger Information (API) systems in line with ICAO Annex 9 SARPs and UN Security Council Resolutions 2178 and 2396. Update: Fiji is progressing work on enhancing its API framework and exploring options for implementing a national PNR system, with technical assistance under consideration.
India	In Progress	Not Applicable	Not Applicable	Digi Yatra (a digital platform that uses facial recognition technology to streamline the airport experience, making it faster, easier, and more secure for air travelers) is enhancing digital security in India's aviation sector by implementing a paperless, biometric based system for passenger processing at airports. Access control system at many airports for the people other than passengers is also biometric based system
Indonesia	In Progress	In Progress	Completed	59/18: Indonesia supports DX technology. 59/19: Indonesia has established National Regulation concerning One Stop Security arrangement. 59/20: Indonesia has implemented PNR and API requirements as regulated in the Regulation of The Minister of Finance of The Republic of Indonesia number 166/PMK.04/2014 Concerning Passenger Data Transfer for Aircraft Arrival or Departure to or from Customs Territory.
Japan	In Progress	In Progress	In Progress	59/18: Japan continues to request the necessary budget for research and development of DX. 59/19: Japan is participating in WGGM discussions to establish a framework for providing information to other States and affected States, while supporting OSS initiatives. 59/20: Japan recognizes the high importance of API and PNR from the perspective of counter-terrorism.

State/Administration	Action Item 59/18	Action Item 59/19	Action Item 59/20	Remarks or supplementary information for Action Item 59/18, 59/19, and 59/20
Kiribati	Not Applicable	Not Applicable	Not Applicable	needs the assistance from ICAO to implement actions.
Lao PDR	To Commence	Not Applicable	To Commence	Nil
Malaysia	To Commence	To Commence	To Commence	<p>59/18 - CAAM recognizes the importance of sharing experiences, information, and best practices to enhance airport security screening systems and operations. We believe that adopting digital technologies will strengthen security, improve efficiency, and support the long-term sustainability of air transport. CAAM is committed to exploring and supporting research and development in this area, and we welcome collaboration with ICAO and other Member States to advance smart and secure aviation solutions.</p> <p>59/19 - OSS arrangement is still under policy discussion among relevant agencies in Malaysia, CAAM recognizes the importance of such collaboration to prevent security gaps and support effective risk assessment.</p> <p>59/20 - CAAM acknowledges the importance of the full and effective implementation of PNR and API systems, as highlighted by the Conference. Malaysia's PNR and API systems are still in the development process, CAAM supports efforts to align with the relevant ICAO Annex 9 – Facilitation Standards and Recommended Practices (SARPs) and United Nations Security Council Resolutions 2178 and 2396.</p>
Maldives	In Progress	To Commence	Completed	<p>59/18 Has competed Implementation of Baggage Handling Systems (BHS- HBS) at the main Airports and has initiated project to install/upgrade Computer Tomography (CT) X Ray machines for BHS/ HBS screening, Deployment of Explosive Trace Detection machines, Liquid scanner, biometric access control system</p> <p>59/19 Maldives has not approved OSS arrangement yet.</p> <p>59/20 Maldives has implemented an Advance Passenger Information (API) system and is currently working to enhance the platform to ensure full compliance with the Standards and Recommended Practices (SARPs) outlined in ICAO Annex 9 – Facilitation, as well as United Nations Security Council Resolutions (UNSCRs) 2178 and 2396</p>
Mongolia	To Commence	To Commence	Completed	Action Item 59/20: By Government Resolution No. 174 of 2023, the national procedure for implementing the API/PNR passenger information system was approved. Under this resolution, a Passenger Information Centre was also established, which is responsible for processing the information transmitted by air carriers and forwarding it to border control authorities.
Nauru	To Commence	To Commence	To Commence	Nauru has not yet commenced activities related to digital transformation of airport security systems, OSS arrangements, or implementation of robust PNR/API systems due to current infrastructure and resource limitations. These areas have been identified for future development, and support from ICAO and regional partners will be essential to enable progress.
Nepal	In Progress	In Progress	In Progress	In Progress.
New Zealand	In Progress	In Progress	In Progress	In progress
Pakistan	Completed	To Commence	In Progress	<p>59/18: In Pakistan, CTX Machines have been introduced at all major international airports with the contribution of JICA. The users of the equipment are trained by JICA and it is expected to reduce the manual search of Hold Baggage.</p> <p>Facial Recognition System (FRS) was installed at all major international airports in Pakistan to enable AI based face detection system. This facility is currently used for airport security and border control system.</p> <p>In the revised National Civil Aviation Security Program, PCAA has been mandated to develop technical specifications of the screening equipment. To materialize this, a team has been established to develop technical guidance on the matter.</p> <p>59/19: Currently Pakistan is not engaged in One Stop Security Agreement with any other State. In case any such agreement is established in future, Pakistan will fully implement the said requirement.</p> <p>59/20: Pakistan is making utmost efforts for full and effective implementation of API & PNR Requirements. Currently, a stop gap agreement is in place to obtain the data while efforts are ongoing for complete digitalization of the system as per International Requirements. Govt. of Pakistan has declared Federal Investigation Agency as the Lead Agency / OPI in this regard which is actively coordinating with UN for provision of UN GO Travel Software for full implementation of ICAO/IATA/WCO/UN requirements.</p>
Palau	To Commence	To Commence	To Commence	PNAA would like to participate in the this Plan
Papua New Guinea	In Progress	Not Applicable	In Progress	<p>1. 59/18: PNG notes and supports this action item.</p> <p>2. 59/19: OSS in PNG is Not Applicable. PNG agrees to the sharing of relevant information between States/Administrations and stakeholders engaged in or impacted by One Stop Security (OSS) and has considered to establish and implement OSS once applicable.</p> <p>3. 59/20: PNR and API currently in the development phase as part of the eBorder project.</p>
Philippines	In Progress	Not Applicable	In Progress	Action 59/18: The Office for Transportation Security (OTS) is in the process of procuring 20 X-ray machines with dual-view capability

State/Administration	Action Item 59/18	Action Item 59/19	Action Item 59/20	Remarks or supplementary information for Action Item 59/18, 59/19, and 59/20
				<p>for held and cabin baggage screening, 6 Explosive Detection System (EDS), and 10 Full-Body Scanners (FBS) in 2025. However, there is a need to reallocate financial resources to acquire the services of technical experts an undertake research.</p> <p>Action 59/19: Presently, the Philippines has no One Stop Security OSS arrangements with other States.</p> <p>Action 59/20: NATFP has been developed, and the NATGC has been convened. The legislation for PNR is underway, based on the discussion during the 1st NATFC. The CAAP has been in constant coordination with the Bureau of Immigration for the implementation of API and PNR.</p>
Republic of Korea	Completed	Completed	Completed	<p>59/18 The Republic of Korea is currently implementing Smart Security systems at major airports, including Incheon, Jeju, and Gimpo. These efforts involve the use of AI-based threat detection, CT X-ray screening, and centralized image analysis systems.</p> <p>At the 59th DGCA Conference, Korea shared its experience with the introduction of advanced security equipment at Incheon International Airport and took the opportunity to introduce the Global Aviation Security Seminar, which is hosted annually in Korea.</p> <p>59/19 In November 2024, the Republic of Korea signed a Memorandum of Understanding (MOU) with the United States to facilitate the sharing of Sensitive Security Information (SSI). This cooperation aims to minimize the potential emergence of new vulnerabilities within the aviation security system.</p> <p>59/20 Since 2006, the Republic of Korea has implemented and been operating both the Passenger Name Record (PNR) and Advance Passenger Information (API) systems.</p>
Samoa	To Commence	To Commence	To Commence	Same challenge is lack of financing and lack of capable personnel
Singapore	In Progress	In Progress	Completed	<p>59/18: Singapore has been investing in digital transformation of security. We are currently conducting trials on AI-assisted prohibited item detection system and C3 ConOps, as well as the implementation of network X-ray screening at more screening points.</p> <p>59/19: Singapore's OSS agreement with the EU is contingent on equivalence of security measures, while meeting ICAO Annex 17 standards. Re-validation of security measures between Singapore and the EU are conducted regularly to ensure that OSS does not create new vulnerabilities in the global aviation security system.</p> <p>59/20: Singapore has effectively implemented PNR and API requirements in accordance with relevant ICAO Annex 9 – Facilitation SARPs and UNSCRs 2178 and 2396; and sharing of best practices are conducted at bilateral/regional forums as appropriate.</p>
Sri Lanka	In Progress	To Commence	In Progress	Sri Lanka is currently in the process of implementing DX initiatives in conjunction with the operational commencement of the new terminal at Bandaranaike International Airport (BIA).Further, it is yet to commence the implementation of One Stop Security (OSS) arrangements, as the State is currently in the process of assessing its feasibility within the operational framework. Sri Lanka is currently progressing with the implementation of robust Passenger Name Record (PNR) and Advance Passenger Information (API) systems in alignment with ICAO Annex 9 – Facilitation SARPs with the enactment of the new Immigration Act, which will provide the necessary legal framework to support full and effective implementation.
Thailand	To Commence	To Commence	Completed	<p>59/18 Noted.</p> <p>59/19 Noted.</p> <p>59/20 Thailand has established API and PNR systems through the Thailand Advance Passenger Processing System (Thailand APPS), a centralized Passenger Data Single Window platform. This system requires aircraft operators flying into Thailand to submit Advance Passenger Information (API) and Passenger Name Record (PNR) data to the relevant national border control agencies, such as Immigration and Customs, before the passengers' arrival. The data is transmitted in accordance with the WCO/IATA/ICAO API Guidelines for API and ICAO Doc 9944 for PNR.</p> <p>In order to implement API and PNR in accordance with annex 9 Thailand established concerned rules and regulation as follows: 1. Regulation of Civil Aviation Board No. 87 on Advance Passenger Processing System 2. Order of the Immigration Bureau No. 109/2566: Data requirements for the Passenger Name Record (PNR) in electronic format 3. Customs Department Notification No. 43/2561: Data requirements for the Passenger Name Record (PNR) in electronic format</p>

State/Administration	Action Item 59/18	Action Item 59/19	Action Item 59/20	Remarks or supplementary information for Action Item 59/18, 59/19, and 59/20
Timor Leste	In Progress	In Progress	In Progress	all provision and related activities have been in progress
Vanuatu	To Commence	To Commence	To Commence	This is yet to be achieved in the system.
Viet Nam	Not Applicable	Not Applicable	Not Applicable	TBD

Action Item 59/21 Noting the importance of airport security-by-design principles and the need to strengthen training for management personnel in security planning, design, operation and management, the Conference requested that these topics be shared with ICAO AVSEC Panel Working Group on Guidance Material (WGGM) for consideration.

Action Item 59/22 Noting the importance of the development of new technology including the emergence of Artificial Intelligence (AI) for airport security systems and operations, the Conference encouraged States/Administrations to strengthen research, information sharing, development of specifications, testing methods, and experience in incorporating AI applications into national aviation security operations.

Action Item 59/23 Recognizing the importance of USAP-CMA audit preparation, the Conference encouraged States/Administrations to share experience, including forming audit expert groups, the conduct of mock audits and to ensure National Coordinators participate in the periodic USAP-CMA National Coordinator training sessions.

Responses on Action Item 59/21 & 59/22 & 59/23

State/Administration	Action Item 59/21	Action Item 59/22	Action Item 59/23	Remarks or supplementary information for Action Item 59/21, 59/22, and 59/23
Afghanistan	To Commence	In Progress	Not Applicable	Action item 59/21 and action item 59/22 is available in and action item 59/23 is unable to do it.
Australia	Completed	Completed	Completed	Action item 59/21: The Australian aviation security regulator (Department of Home Affairs) works closely with industry to incorporate security-by-design principles and security awareness training for management and staff through joint committees (government and industry) and guidance material. Australia has a nominated expert appointed to the Aviation Security Panel’s Working Group on Guidance Material (WGGM). Action item 59/22: Australia continues to support trials (where appropriate) of emerging AI technologies for aviation security screening. A number of Australian airports are currently trialling Automated Prohibited Items Detection Systems (APIDS). The outcomes of these trials will inform policy development and planning, and will be shared through various industry and ICAO aviation security forums. Action item 59/23: Australia values the sharing of States’ experiences with the USAP-CMA audit such as at the Regional Aviation Security Coordination Forum Asia Pacific (RASCF-APAC) meeting. Australia’s National Coordinator awaits the next available English-language National Coordinator Seminar and training opportunities, as flagged in EB2025/1.
Bangladesh	Not Applicable	To Commence	In Progress	59/21 Bangladesh acknowledges the significance of integrating security-by-design principles and strengthening training for management personnel in security, planning, design and operation 59/22 Bangladesh is actively observing global developments in Artificial Intelligence (AI) applications for aviation security. 59/23 Bangladesh places high importance on USAP-CMA audit preparedness and has established a structured approach to enhance audit readiness. AVSEC Division, CAAB has also one ICAO certified auditor since 2014.
Bhutan	Not Applicable	To Commence	In Progress	N/A
Brunei Darussalam	In Progress	To Commence	In Progress	NIL
Cambodia	Completed	In Progress	Completed	NIL
China	In Progress	In Progress	In Progress	Currently, CAAC is promoting the revision of the existing policies and technical standards. These efforts are dedicated to integrate the security requirement and need in such process as the planning, design, and construction of the airport. The revised standards are scheduled for release within this year, and after publication, CAAC will organize industry-wide training to ensure the safe, reliable, and compliant operation of airport security facilities." CAAC is conducting tests on AI recognition of dangerous items such as knives, firearms, and IEDs in security inspection images, and is researching technical specifications for AI algorithm detection capabilities.

State/Administration	Action Item 59/21	Action Item 59/22	Action Item 59/23	Remarks or supplementary information for Action Item 59/21, 59/22, and 59/23
				USAP-CMA audit preparation experience sharing will be carried out according to future needs and relevant conditions.
Hong Kong, China	Not Applicable	To Commence	In Progress	<p>(59/21): Hong Kong, China is not represented in WGGM. For information, HKCAD has followed the airport security-by-design principles in reviewing the proposals for development of new facilities and modification of existing facilities, and valued the importance of training for management personnel in security planning, design, operation and management.</p> <p>(59/22): The Hong Kong International Airport implemented a number of new technologies for airport security purpose, such as Autonomous Patrol Car and Facial Recognition for airside access control. HKCAD looks forward to the sharing of other States/Administrations on their experiences of research and development of new technology including the emergence of AI for airport security systems and operations.</p> <p>(59/23): Hong Kong, China has been conducting internal USAP-CMA review on a regular basis to ensure that the Standards in Annex 17 and security-related Standards in Annex 9 are complied with. Hong Kong, China looks forward to the experience sharing opportunity in suitable regional forums.</p>
Macao, China	Not Applicable	To Commence	To Commence	<p>Item 59/21: Noted.</p> <p>Item 59/22: Macao, China will share pertinent experience where applicable.</p> <p>Item 59/23: Noted.</p>
Cook Islands	To Commence	To Commence	To Commence	Request assistance with this action item
Fiji	Not Applicable	To Commence	In Progress	<p>59/21: Fiji supports the integration of airport security-by-design principles and emphasizes the importance of strengthening training for aviation security management personnel across planning, design, and operational phases.</p> <p>Update: CASP-AP conducted the ICAO AVSEC Managers Course in Fiji in January 2025. There were 17 participants from Fiji and 1 participant from the Solomon Islands. The course focusses on AVSEC Managers at the Airport and covered some aspects of security planning, operations and management. Although it was limited in coverage on airport security by design, it provided valuable knowledge and skills for AVSEC Managers which is a positive start point.</p> <p>Fiji continues to review its AVSEC training programs and design practices to incorporate international best practices.</p> <p>59/22: Fiji supports the development and responsible integration of Artificial Intelligence (AI) in aviation security systems and operations to enhance threat detection, operational efficiency, and passenger facilitation.</p> <p>Update: Fiji is monitoring international developments in AI applications for AVSEC and is working closely with its global partners like TSA and CASP-AP who have the knowledge and capacity.</p> <p>59/23: Fiji supports regional collaboration and knowledge-sharing to strengthen USAP-CMA audit preparedness.</p> <p>Update: Fiji successfully completed its USAP-CMA audit in 2023 and continues to share lessons learned.</p> <p>In the lead-up, NZ assisted Fiji to prepare for its USAP-CMA by inviting Fiji to observe its USAP-CMA Audit in 2022. Fiji then extended invitations to Kiribati, Samoa and Vanuatu to be observers in our USAP-CMA audit. Kiribati and Samoa sent observers, which in turn helped them prepare for their own audits. Fiji also provided a 2-week attachment for a representative from Tonga to observe Fiji's aviation security system. While Fiji did not form expert audit groups, it mobilised the CAA Fiji inspectors and the aviation industry in the preparatory stage.</p> <p>CAA Fiji inspectors conducted audits of the aviation industry as part of their work schedule. Through these audits, Fiji was able to gauge its areas for improvement. Going forward, Fiji will conduct mock audits based on the PQs. The National Coordinator for the USAP-CMA in Fiji participated in all the national coordinator training provided virtually by ICAO.</p>
India	Not Applicable	To Commence	To Commence	<p>The following key AI applications are being explored/used. i) Facial recognition systems integrated with biometric databases (e.g. Digi Yatra) to automate passenger identification and reduce impersonation risks. ii) AI based surveillance system which includes identification and detection of different person, objects and behavior. Automated alarms generation based on suspicious events, tracking of person and object of interest and identifying and detection of intruders etc.</p> <p>India had formed audit expert groups as per the different critical elements of the ICAO- USAP. The experts groups played a critical role in preparing the required documentation. Experts groups also conducted mock audits at the designated airports to make stakeholders</p>

State/Administration	Action Item 59/21	Action Item 59/22	Action Item 59/23	Remarks or supplementary information for Action Item 59/21, 59/22, and 59/23
				aware about the procedures and processes and suggested necessary corrective actions. The audit expert groups remained with the ICAO Audit team during the audit to facilitate audit process for the audit them, so that audit can progress in the most comprehensive manner
Indonesia	In Progress	Not Applicable	Completed	59/21: Indonesia has regulated the airport security-by-design principles in the National Regulation on National Civil Aviation Security Programme. 59/22: Indonesia has not had the plan in incorporating AI application into national aviation security operations. 59/23: Indonesia has shared experience with other states regarding the importance of USAP - CMA Audit preparation and conduct of audit simulation. We also shared our experience with the DGCA Indonesia USOAP Team.
Japan	In Progress	In Progress	In Progress	59/21: Taking security control, including passenger security screening, into consideration in airport design is an important perspective in ensuring the effectiveness of security measures. Japan will continue to participate in discussions within WGGM regarding the development of related guidelines. 59/22: Japan is continuing to request budget allocations to enable research and development for incorporating AI into airport security, in conjunction with airport DX. 59/23: Regarding USAP-CMA, Japan encourages participation in regular training sessions for National Coordinators when they are held.
Kiribati	Not Applicable	Not Applicable	To Commence	noted and support. need the assistance on those actions.
Lao PDR	To Commence	To Commence	To Commence	Nil
Malaysia	To Commence	To Commence	To Commence	59/21 - CAAM noted the importance of the concept of security by design and will continue to work with airports and other relevant stakeholders to ensure security considerations are adequately integrated into the upfront design of new airport and refurbishment of existing airport infrastructure. In the national level policy, the same has been established and has been implemented in practice, in accordance with the Annex 17 of the ICAO, Standard 3.2.4. 59/22 - CAAM supports the Conference's encouragement to explore the use of new technologies, including Artificial Intelligence (AI), in airport security systems and operations. CAAM recognizes the potential of AI to enhance threat detection, improve efficiency, and support risk-based security approaches. 59/23 - CAAM recognizes the value of collaboration and capacity-building in improving audit readiness and ensuring continued compliance with ICAO security standards. We are committed to ensuring active participation in USAP-CMA National Coordinator training sessions and are also willing to share our experience and provide support to other States, if needed, to help strengthen global aviation security.
Maldives	To Commence	To Commence	In Progress	59/23 In preparation for the ICAO USAP-CMA Audit, the Maldives conduct of mock audits and to ensured National Coordinators participate in the periodic USAP-CMA National Coordinator training sessions.
Mongolia	To Commence	To Commence	To Commence	Planning for this action is underway.
Nauru	To Commence	Not Applicable	Not Applicable	Nauru is yet to commence activities under airport security-by-design due to the need for technical guidance and training of security management personnel. The integration of AI in aviation security systems is not applicable to Nauru at this stage due to limitations in infrastructure and expertise. Regarding USAP-CMA audit preparation, Nauru currently lacks trained personnel and has not yet participated in mock audits or national coordinator training. Capacity-building support from ICAO and PASO will be essential for future compliance.
Nepal	In Progress	In Progress	In Progress	In Progress We are active member of CASP. Through CASP lots of program has been conducted and participated.
New Zealand	Completed	In Progress	Completed	NZ is a member of WGGM. We invited Pacific States to observe our USAP-CMA in 2022 and have continued to support through their own audits.
Pakistan	To Commence	Completed	To Commence	59/21: The latest version of National Civil Aviation Security Program has mandated all the parties relevant to utilize the security equipment as per technical guidance including in NCASP. Furthermore, it is mandated that Airport Infrastructure and equipment are selected based on preapproval survey from National AVSEC Inspectors. The major goal of these actions was standardizing the Security Design across the country. 59/22: Government of Japan sponsored Facial Recognition Systems powered by AI is installed at major airports in Pakistan. The project was a joint venture between Govt of Japan & Pakistan. 59/23: Pakistan would be honored to share its experience with other member states and is looking forward to forming audit expert groups and joining bilateral agreements for conducting mock audits.

State/Administration	Action Item 59/21	Action Item 59/22	Action Item 59/23	Remarks or supplementary information for Action Item 59/21, 59/22, and 59/23
Palau	To Commence	To Commence	To Commence	PNAA had recently have two additional ICAO Certified Inspectors who are working on this policy.
Papua New Guinea	Not Applicable	To Commence	In Progress	1. 59/21: PNG notes and supports this action item. PNG actively participates in the airport security-by-design principles and notes the importance of strengthen training for management personnel in security planning, design, operation and management. CAR Part 107 covers Aerodrome Development for security to be considered in the planning and design. 2. 59/22: PNG notes and supports this Action Item. 3. 59/23: PNG notes and supports this Action Item. PNG has completed a USAP CMA Audit from 13 – 22 May, 2025 resulting in the closure of SSeC 01 and SSeC 03.
Philippines	In Progress	To Commence	To Commence	Action 59/21: The paper on Security-by-Design has been presented in several fora, including the ICAO Regional Aviation Security Coordination Forum – Asia and the Pacific (RASCF-APAC), and the Cooperative Aviation Security Programme – Asia/Pacific (CASP-AP) Annual Technical and Operation Meeting (ATOM and Steering Committee Meetings (SCMs). The Philippines, through the Office for Transportation Security (OTS), shall submit the paper to the AVSEC Pane Working Group o Guidance Material (WGGM) for discussion in the 2026 meeting. The OTS shall endeavor to attend the ICAO AVSEC Panel Meeting in 2026. Action 59/22: The Department of Information and Communication Technology (DICT) is at the forefront of AI initiatives in the Philippines, working to position the country as a leading AI hub in the region by 2032. Through the National AI Strategy, the government is driving efforts in digital transformation, infrastructure development, workforce training, policy-making, and research to harness AI’s full potential. Meanwhile, the Office for Transportation Security (OTS) collaborates with global and private partners to explore AI-powered security screening technologies, assessing their applications and benefits to enhance national aviation security operations. AI applicability and adoption shall be studied and considered for integration in airport security systems and operations. Action 59/23: The Philippines supports the proposed creation of audit expert groups, the conduct of mock audits, and the continuing training for National Coordinator as these are effective tools and mechanism in preparing for USAP Audits. The Philippines, with an ICAO-certified USAP-CMA Auditor is keen on participating in the knowledge sharing and skills development in support of ICAO’s USAP and No Country Left Behind initiatives.
Republic of Korea	Completed	Completed	Completed	59/21 The Republic of Korea has established security guidelines for airport construction, maintenance, and operation, applying security-by-design principles from the initial stages of airport planning. Korea also looks forward to actively contributing to the development of related international guidelines moving forward. 59/22 Given the highly sensitive nature of aviation security technologies, it is advisable for countries to cooperate through separate agreements based on mutual trust to share sensitive security information and collaborate on technology development. 59/23 The Republic of Korea underwent a USAP-CMA audit in 2024. For future audits, Korea will encourage the participation of the National Coordinator in training sessions to ensure effective preparation and engagement.
Samoa	To Commence	To Commence	Completed	Same challenge as stated for previous agenda outcomes
Singapore	In Progress	In Progress	Completed	59/21: As part of Singapore's Security-by-Design framework, security considerations are critical factors and are addressed as early as in the design phase. Singapore's approach to Security-by-Design are shared at regional forums such as the CASP-AP Annual Technical and Operational Meeting and ASEAN Air Transport Working Group. 59/22: Singapore has been investing in the integration of AI in security equipment. It is currently conducting trials on AI-assisted prohibited item detection system to ensure enhance the detection capabilities. 59/23: Singapore had recently shared its approach to the USAP-CMA audit at the 13th Regional Aviation Security Coordination Forum (RASCF), emphasising the importance of early preparation and close collaboration between government agencies, airport operator, airlines, and security service providers.
Sri Lanka	In Progress	In Progress	Completed	Sri Lanka is currently in progress with providing AVSEC specialized training for management personnel on airport security-by-design principles, focusing on security planning, design, operation, and management. Further, the State is currently in the process of implementing new technologies including the Artificial Intelligence (AI) for airport security systems and operations in conjunction with

State/Administration	Action Item 59/21	Action Item 59/22	Action Item 59/23	Remarks or supplementary information for Action Item 59/21, 59/22, and 59/23
				the operational commencement of the new terminal at Bandaranaike International Airport (BIA).Following the successful outcome of the USAP-CMA audit in 2023, Sri Lanka is continuing to progress with the strengthening of audit preparedness framework while conducting internal evaluations to maintain a high level of compliance. The State also ensuring the active participation of designated National Coordinators in periodic USAP-CMA National Coordinator training sessions.
Thailand	To Commence	To Commence	In Progress	59/21 Noted 59/22 Noted 59/23 To prepare to be audited by ICAO according to USAP-CMA in 2025 Thailand proceeded: 1. CAAT's Improving Compliance to Annex 17 and Annex 9 Workshop was held on 18-21 December 2024. This workshop objective is to conduct self-compliance to annex 17 and annex 9 assessment. CAAT use ICAO universal security audit programme continuous monitoring approach protocol questions (PQ) as a tool to conduct the self-assessment. Furthermore the aviation security experts from Transportation security administration, and Australian Embassy Cyber and Infrastructure Security Group (CISG) also participated this workshop. 2. Established the USAP-CMA Audit 2025 preparation working group. The working group consist of concerned entities such as foriegn affair, custom, immigration, operators ect. The objective is to promote cooperation between these entities on USAP-CMA Audit 2025 preparation. 3. After the workshop and the working group meeting, CAAT provides the action plan to prepare to be audited by ICAO in 2025.
Timor Leste	In Progress	In Progress	In Progress	in the AVSEC side Timor-Leste is preparing the USAP SMA Audit will be on May 2025.
Vanuatu	In Progress	Not Applicable	To Commence	Having recently undergone the USAP Audit, information sharing and training for National Coordinators is greatly supported by Vanuatu post audit.
Viet Nam	Not Applicable	Not Applicable	Not Applicable	TBD

AGENDA ITEM 6 : ECONOMIC DEVELOPMENT OF AIR TRANSPORT

Action Item 59/24 Noting the need for modernizing and expanding airport infrastructure to accommodate the increasing demand for air travel in Asia/Pacific, the Conference encouraged States/Administrations to support, as appropriate, the operations of and infrastructure investment in airports.

Action Item 59/25 Considering the challenges faced by airlines in sharing passengers' personal data with other organizations, the Conference encouraged the seven Asia/Pacific States that are members on the ICAO Council to support the proposal at the Legal Committee at the 233rd Council Session to establish a multi- disciplinary group on data protection.

Action Item 59/26 Recalling the benefits offered by the freedoms of the air to facilitate various aspects of air travel, the Conference encouraged States/Administration to use appropriate mechanisms to support air traffic growth in the Asia/Pacific region and to implement sustainable aviation practices.

Responses on Action Item 59/24 & 59/25& 59/26

State/Administration	Action Item 59/24	Action Item 59/25	Action Item 59/26	Remarks or supplementary information for Action Item 59/24, 59/25, and 59/26
Afghanistan	In Progress	Not Applicable	To Commence	No Comments
Australia	Completed	Completed	Completed	Australia's four major airports, Sydney, Melbourne, Brisbane and Perth collectively invested almost \$1 billion in aeronautical facilities in 2023-24. Australia is committed to a sustainable, competitive, safe and secure international aviation market. We support the ongoing work of the ICAO Air Transport Regulation Panel to better understand the barriers to the liberalisation of market access in the air transport sector.
Bangladesh	In Progress	Not Applicable	In Progress	59/24 Bangladesh supports the need for modernising and expanding airport infrastructure to accommodate the increasing demand for air travel in Asia/Pacific and has taken various plans for the support of operations of and infrastructure investment in airports. 59/25 Noted

State/Administration	Action Item 59/24	Action Item 59/25	Action Item 59/26	Remarks or supplementary information for Action Item 59/24, 59/25, and 59/26
				59/26 Bangladesh commits using appropriate mechanisms to support air traffic growth in the Asia/Pacific region and to implement sustainable aviation practices.
Bhutan	In Progress	Not Applicable	To Commence	N/A
Brunei Darussalam	In Progress	Not Applicable	To Commence	NIL
Cambodia	In Progress	In Progress	In Progress	NIL
China	Completed	Completed	Not Applicable	<p>China has supported the construction and development of airport infrastructure, systematically promoted the construction of aviation hubs, and strengthened the functions and comprehensive supportability capabilities of aviation hubs. By the end of 2024, the number of commercial airports reached 263 and the designed passenger throughput capacity reached 1.5 billion. According to the airport distribution plan, China is accelerating the improvement of the national transportation airport distribution, with expanding the coverage of air transportation services, and is expected to reach a total of 270 civil transportation airports by the end of 2025.</p> <p>The Study Group on the Interrelationship between International Air Transport and Data Protection Laws was established with the approval of the 233rd Session of the ICAO Council in November 2024. China has nominated an expert and is actively participating in the study group's work.</p> <p>CAAC has placed high priority on increasing international flight operations. The target of restoring 80% of pre-pandemic flight levels was achieved as scheduled in 2024. During the 2025 Spring Festival travel season, international flights increased by 33% year-on-year, with peak weekly round-trip flights reaching 6,960, equivalent to 91.3% of the 2019 level. Currently, international passenger flights have recovered to approximately 6,400 weekly round-trips, about 84% of pre-pandemic levels. Among these, flight volumes to Africa, Latin America, and regions in Asia—including Central Asia, West Asia, and Northeast Asia—have surpassed pre-pandemic levels. Flight operations to Europe have largely returned to pre-pandemic levels. Passenger flights now serve 80 countries, an increase of 6 compared to before the pandemic. Meanwhile, cargo flights have risen to around 1,450 weekly round-trips, marking a 134.5% increase over pre-pandemic levels, serving 49 countries—16 more than before the pandemic.</p>
Hong Kong, China	Completed	Not Applicable	Completed	<p>(59/24): The Civil Aviation Department of Hong Kong, China has been actively providing support and regulatory advice to the Airport Authority Hong Kong, the aerodrome operator of the Hong Kong International Airport (HKIA), on the development of airfield infrastructure, including the mega airfield expansion project of transforming the HKIA from a Two-Runway System to a Three-Runway System.</p> <p>(59/26): The Civil Aviation Department of Hong Kong, China has been actively using appropriate mechanisms to support air traffic growth in the Asia/Pacific region (such as the commissioning of the three-runway system at the Hong Kong International Airport) and to implement sustainable aviation practices.</p>
Macao, China	In Progress	Not Applicable	In Progress	<p>Item 59/24: Macao, China supports modernizing and expanding airport infrastructure to accommodate the demand for air travel. In 2025, Macao, China started Macau International Airport expansion project and the entire project is expected to be completed by 2030, at which point the total usable area of the airport will be expanded to 325 hectares, providing ample reserve for future development of the airport. Upon completion of the reclamation, the annual passenger handling capacity of Macau International Airport will increase to 13 million.</p> <p>Item 59/25: Noted.</p> <p>Item 59/26: Macao, China has an open sky policy and consistently proposes liberal policies in ASA negotiations.</p>
Cook Islands	In Progress	To Commence	To Commence	Request assistance with this action item
Fiji	In Progress	Not Applicable	In Progress	<p>59/24: Fiji fully supports the call to modernise and expand airport infrastructure to meet the growing demand for air travel in the Asia/Pacific region. We acknowledge the importance of sustainable infrastructure investment to enhance capacity, efficiency, and resilience.</p> <p>Update: Fiji continues to collaborate with key stakeholders to prioritise investment in airport infrastructure upgrades and master planning, including outer island aerodromes, to improve regional connectivity.</p> <p>59/25: Fiji supports the establishment of a multi-disciplinary group on data protection under the ICAO Legal Committee to address the legal and operational challenges related to the sharing of passengers' personal data.</p> <p>59/26: Fiji supports the use of appropriate regulatory and diplomatic mechanisms to facilitate the growth of air traffic in the Asia/Pacific region, while ensuring alignment with sustainable aviation practices.</p>

State/Administration	Action Item 59/24	Action Item 59/25	Action Item 59/26	Remarks or supplementary information for Action Item 59/24, 59/25, and 59/26
				Update: Fiji continues to expand bilateral and multilateral air services agreements and is actively engaging in sustainable aviation fuel (SAF) initiatives and emissions reduction strategies in line with ICAO guidance.
India	Not Applicable	Not Applicable	Not Applicable	Noted
Indonesia	Completed	Not Applicable	In Progress	<p>59/24: Indonesia has supported the modernization and expansion of airport infrastructure through National Regulation, which simplifies business licensing in the transportation sector. This regulation facilitates investment and promotes public-private partnerships to encourage private sector involvement and accelerating infrastructure development.</p> <p>59/25: Indonesia is not a member of the ICAO Council.</p> <p>59/56: Air Traffic growth in Indonesia, both for international and domestic routes, has shown significant improvement following the COVID-19 pandemic. In 2024, Indonesia’s international flight recovery rate reached 91 % of pre-pandemic levels.</p> <p>As part of its commitment to strengthening global air connectivity, Indonesia is actively expanding traffic rights through Air Services Agreements (ASAs) via both bilateral and multilateral engagements. Particular focus is placed on deepening partnerships across the Asia- Pacific region and beyond.</p> <p>The expansion of traffic rights is not limited to traditional 3rd, 4th and 5th Freedom of the Air, but also includes co-terminal rights and code share arrangements within the territories of the contracting parties.</p> <p>Indonesia also continues to encourage its national carriers to capitalize on these expanded opportunities by opening new international routes, thereby maximizing the benefits of international agreements and strengthening global connectivity.</p>
Japan	In Progress	Completed	In Progress	<p>59/24: The Japanese government is also supporting the operations of airports and infrastructure investment by Japanese companies.</p> <p>59/25: As a member of the Study Group on interactions between international air transport and data protection laws, Japan participated in the first meeting held in Montreal on 5 and 6 June 2025.</p> <p>59/26: Japan is promoting “Open Skies” policy to expand the international aviation network. Japan will continue its efforts to contribute to the further development of air transport while giving due consideration to aviation safety and sustainability.</p>
Kiribati	To Commence	Not Applicable	To Commence	noted and support. The assistance is required
Lao PDR	To Commence	Not Applicable	To Commence	Nil
Malaysia	In Progress	In Progress	In Progress	To note
Maldives	In Progress	Not Applicable	In Progress	<p>59/24 - The Maldives has initiated major infrastructure upgrades at its three primary international airports: to accommodate the growing passenger demand to the country.</p> <p>59/26 - Maldives continues to pursue a liberal policy in negotiating bilateral air services agreements with other States.</p>
Mongolia	To Commence	To Commence	To Commence	Planning for this action is underway.
Nauru	In Progress	Not Applicable	To Commence	<p>Nauru is currently upgrading airport infrastructure through donor-funded projects, including runway resurfacing and facility enhancement to meet future aviation demands.</p> <p>We recognize the importance of sustainable aviation and plan to engage in initiatives that balance air traffic growth with environmental stewardship in future phases.</p>
Nepal	In Progress	In Progress	In Progress	Pokhara and Gautam Buddha International Airport has been built and is in Operation.
New Zealand	In Progress	Not Applicable	In Progress	In progress
Pakistan	In Progress	Not Applicable	In Progress	<p>59/24: Pakistan has always prioritized the development of aviation infrastructure especially airports, in order to keep pace with expanding demand for air travel. In line with the recommendations of 59th DGCA Conference on the subject, Pakistan has gained considerable traction in infrastructure development of airports. This includes modernizing as well as expanding current infrastructure and making progress towards commissioning greenfield airports.</p> <p>Just recently, the functions of Service Provider i.e. APS and ANS have been segregated by forming a separate Authority / Body by the name of Pakistan Airports Authority (PAA). PAA is assigned the responsibility of infrastructure development /modernization / expansion to meet the current and future needs of the Aviation Sector. Pakistan CAA, being the regulatory body remains</p>

State/Administration	Action Item 59/24	Action Item 59/25	Action Item 59/26	Remarks or supplementary information for Action Item 59/24, 59/25, and 59/26
				<p>cognizant of trends and new developments in aviation sector, routinely performing oversight of the infrastructure development projects in conformance to ICAO SARPs.</p> <p>Lately, following landmark projects have been pulled off;</p> <p>Ø reconstruction and up-gradation of Lahore Airport’s main runway and expansion of terminal building along with parking, enabling it to handle larger aircraft (to keep pace with burgeoning demand for air travel)</p> <p>Ø rebuilding of runways at Faisalabad and Quetta airports (for ensuring safe operations as well as catering to an uptick in international air travel)</p> <p>Ø establishment of a new general aviation aerodrome near Muridke (to boost general aviation related activities, especially flying training)</p> <p>Ø Construction and formal inauguration of Gwadar International Airport (it’ll act as gateway to trade in Pakistan through Belt and Road Initiative, ensuring incidental regional trade and prosperity)</p> <p>Ø Upgradation of Skardu airport (it has been awarded int’l status to facilitate tourism)</p> <p>Ø Also, new projects have been identified for future developments, few of the projects under consideration include;</p> <p>Ø Preliminary feasibility assessment of Green-Field Airports at tourists’ destinations in the Northern Areas of Pakistan.</p> <p>Development/Expansion of secondary airports having prospects of future air traffic growth such as Sukkur Airport, Turbat Airport.</p> <p>The above mentioned secondary airports/destinations are thriving regional hubs, nurturing business and tourism related activities. Development of newer, environmentally friendly and more efficient airports would act as enabler for overall betterment of economic and touristic activities.</p> <p>59/26: Pakistan does appreciate benisons of freedoms of air for enhancing air-connectivity and committed to implement it especially for direct flight routes to facilitate travelers in its true sense. The prospects of allowing additional flight operations from bilateral partners are weighed in more favorably when high market demand is sensed on a particular route even to the point of expanding / altering existing air services agreement. It is heartily shared that the extant ‘National Aviation Policy’ avers that Pakistan would continue to pursue liberalized policy guidelines for augmenting air transport services for hoi polloi but with the caveat of reciprocity with other nations, mostly under bilateral air services agreements that offer more amenability. However, to sustain and support healthy growth and competition, liberalized policy should be wary of market factors and interests of domestic air operators, as no market offers unfathomable demand / opportunities. Therefore, the onus of maintaining the delicate balance of market forces and their interplay along with safeguarding interests of stakeholders, falls upon regulatory body and respective government. Thus, whenever and wherever, supply corresponds to demand for a particular sector/route/country, further flight operations are not supported due to cogitable reasons.</p> <p>Germane to the matter, it is apprised that Pakistan is signatory to 98 Air Services Agreements (ASAs) as of now, and at a single point in time, a multitude</p>
Palau	To Commence	To Commence	To Commence	PNAA is working closely with US FAA based on the special relationship with US for this Plan
Papua New Guinea	In Progress	Completed	In Progress	<p>1. 59/24: PNG notes and supports this Action Item.</p> <p>2. 59/25: PNG notes and supports this Action Item.</p> <p>3. 59/26: PNG notes this Action Item and has provided a Policy Submission to the National Executive Council (NEC) for Government approval.</p>
Philippines	In Progress	In Progress	In Progress	<p>Action 59/24: The Philippines is continuously modernizing, improving and expanding its airport infrastructure. For airports under the supervision of CAAP, acceleration of efforts to improve gateways in the region is underway. CAAP stands ready to partner with private firms in undertaking rehabilitation works on provincial airports and later turned over to the private sector through public-private partnerships (PPP).</p> <p>Action 59/25: The Authority welcomes the recommended action of the Conference. Verily, we support the proposal to establish a multi-disciplinary group on data protection as proposed at the 233rd Council Session. In line with this, the Authority is already exploring possible approaches to contribute to this initiative, taking into careful consideration the applicable privacy laws of the Philippines, including the Data Privacy Act of 2012. The efforts being undertaken by the Authority aim to ensure that any mechanisms for the sharing of passengers' personal data are consistent with Philippine data protection laws and principles, while fostering international cooperation and aligning with international civil aviation standards.</p> <p>Action 59/26: Pursuant to Executive Order No. 219 (1995), with respect to the exchange of traffic rights and routes, the Philippine Air Panel considers the (a) National Interest, including the value for the Philippines of international trade, foreign investments, and tourism, and (b) the principle of reciprocity between the Philippines and other countries. Thus, a uniform application of the</p>

State/Administration	Action Item 59/24	Action Item 59/25	Action Item 59/26	Remarks or supplementary information for Action Item 59/24, 59/25, and 59/26
				<p>third to sixth Freedoms of the Air could potentially create an imbalance in the interest between parties to bilateral air services agreements, especially between developed and developing nations.</p> <p>Regarding standardized safety, operational, and environmental regulations, the creation of a harmonized Civil Aviation Regulations, which aim to mitigate associated risks should also take into account the level of development of each country and their readiness to observe regulations, or implement and comply with regulations that may be universally applicable. Developed countries may be better positioned, operationally and financially to respond to a strict application of safety, operational and environmental rules, while developing countries may face challenges in complying with the same requirements due to resource constraints. This is likewise true for multilateral agreements that would allow a harmonized application of third to sixth Freedoms of the Air. Developed countries with steady and progressive aviation industry have an economic advantage when their airlines exercise 5th and 6th Freedom, as they maximize their routes, minimize costs and create a more competitive international aviation market.</p>
Republic of Korea	Completed	Completed	Completed	<p>59/24 Since 1995, ROK has established the 5-year period airport development strategic plans with an annual review and adjustment on the development of airport infrastructure to support the efficient and optimal operation of airports in Korea. Currently we are underway to develop the 7th plan focusing on airport governance, capacity enhancement, user-centered operation and innovated technologies to accommodate the ever increasing demand for air transport.</p> <p>59/25 ROK, as one of the 7 Council members, supported the proposal at the Legal Committee at the 233rd Council to establish a multi-disciplinary group on data protection.</p> <p>59/26 ROK has been trying to expand the freedoms of the air to facilitate various aspects of air travel to support air traffic growth in the Asia/Pacific region and to implement sustainable aviation practices.</p>
Samoa	In Progress	To Commence	To Commence	Finance and available capable human resources a challenge
Singapore	In Progress	Completed	In Progress	59/26: Singapore agrees with the benefits of air services liberalisation, through bilateral and multilateral agreements, on air traffic growth. Singapore supports the work of the ICAO Air Transport Regulation Panel (ATRP) to facilitate air services liberalisation among States, for example through a review of the ICAO Template ASA.
Sri Lanka	In Progress	To Commence	In Progress	<p>1.Recommencement of BIA terminal expansion project is expected to cater to the demand of passenger volume of 15 million (per annum). As a short-term measure coping with the available infrastructure. increasing the number of check-in counters, increasing immigration and emigration counters and reallocating them in more spacious locations, and introducing automated check-in kiosks are currently underway to reduce congestion in the terminal.</p> <p>As long-term measures, preliminary steps have been taken to resume the construction of the second phase of the BIA, which has been stalled.</p> <p>2. Sri Lanka accept the data protection and agree to establish proper mechanisms for the same within the current legal frameworks.</p> <p>3.Sri Lanka is encouraging open skies policy in air services negotiations and agreements. Also encourage 5th freedom traffic rights where possible safeguarding the economic stability of both local and foreign operators.</p>
Thailand	In Progress	To Commence	In Progress	<p>59/24 Thailand has noted the increasing demand for air travel and supported the need for modernizing and expanding airport infrastructure in Asia/Pacific. Thailand has continued to invest significant capital in both expanding existing and developing new airport infrastructure projects.</p> <p>Thailand is currently in the process of reviewing and formulating a national airport master plan. This plan will outline strategies to expand airport capacity and construct new airports to accommodate the growing demand for air travel. In addition, CAAT has established a dedicated working group to develop strategic directions for positioning Thailand as a regional aviation hub. This includes fostering a conducive environment to attract investment in key aviation-related sectors, such as aircraft maintenance services and aviation training institutes.</p> <p>59/25 Noted.</p> <p>59/26 Thailand acknowledges the significant benefits provided by the freedoms of the air in facilitating international air transport.</p>

State/Administration	Action Item 59/24	Action Item 59/25	Action Item 59/26	Remarks or supplementary information for Action Item 59/24, 59/25, and 59/26
				In line with this, Thailand has implemented a gradual liberalization policy on international air transport through bilateral and multilateral mechanisms. This approach has contributed to increased air traffic growth between Thailand and its contracting parties, enhancing regional connectivity, facilitating air travel, and improving market access across the region.
Timor Leste	In Progress	In Progress	In Progress	for the infrastructure matter. Timor-Leste is in going proses for certifying all international airports and establishing the procedures to accommodate the demands.
Vanuatu	In Progress	To Commence	In Progress	Infrastructure investment at airports has been greatly progressed at the Government level with funding provided to upgrade one of our international airports, Santo Airport to be able to cater for wide body aircrafts.
Viet Nam	To Commence	To Commence	In Progress	59/26. Viet Nam has now signed more than 60 bilateral and multilateral air service agreements with countries/regions around the world, all of which include provisions on the operation of third and fourth freedom traffic rights. Currently, Viet Nam continues to negotiate with countries and regions to exchange and sign additional suitable traffic rights, in order to facilitate airlines to strengthen and expand their operation, thereby supporting the development of air travel activities. Besides, Viet Nam also has policies to support international airlines in increasing air traffic; these include facilitating slot confirmation, granting flight permits, reducing prices and fees in flight operations to support international airlines when launching new routes to Vietnamese airports.

AGENDA ITEM 7 : AVIATION AND ENVIRONMENT

Action Item 59/27

Recognizing the urgent need to meet the ICAO’s global aspirational carbon emissions reduction goals for international aviation, the Conference encouraged States/Administrations to :

1. support the implementation of the Long-Term Aspirational Goal (LTAG) and the ICAO Global Framework for Sustainable Aviation Fuels (SAF), Lower Carbon Aviation Fuels (LCAF), and other cleaner aviation energies, including the Finvest Hub;
2. engage further in the ICAO ACT-SAF program and promote the development, deployment, and scaling up of SAF within and beyond the Asia/Pacific Region in close coordination with ICAO;
3. Submit updated and quantified State Action Plans to ICAO, incorporating innovations in technologies and cleaner energies, outlining respective policies, actions, and roadmaps, including long-term projections, and ensuring the use of the best available data as supported by updated ICAO guidance and tools;
4. Notify the ICAO Secretariat of their decision to voluntarily participate in the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA);
5. Support the implementation of CORSIA and actively participate in the ICAO ACT-CORSIA program; and
6. Participate in upcoming ICAO environment events.

Responses on Action Item 59/27

State/Administration	Action 1	Action 2	Action 3	Action 4	Action 5	Action 6	Remarks or supplementary information for Action Item 59/27
Afghanistan	To Commence	To Commence	To Commence	Not Applicable	Not Applicable	Not Applicable	Not comments
Australia	Completed	Completed	Completed	Completed	Completed	Completed	<p>Australia is committed to supporting ICAO’s global efforts to reduce carbon emissions from international aviation and working with our Asia Pacific neighbours, global partners and industry to find credible and sustainable pathways to meet our climate aspirations.</p> <p>We support the 41st ICAO Assembly’s decision to adopt a long-term aspirational goal (LTAG) of net zero carbon emissions from international aviation by 2050, and recognise the importance of the Global Framework for SAF, LCAF and other Aviation Cleaner Energies and the ACT-SAF program in supporting global SAF development and uptake.</p> <p>Australia has supported the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA) since its inception, and volunteered for the CORSIA from its commencement in 2019. Australia is a participant in ACT-CORSIA, providing support to other Asia Pacific states through buddy partnerships.</p> <p>Australia is implementing a State Action Plan (2022) on managing Australia's aviation carbon emissions, and we are committed to working together to ensure the success of CORSIA, the LTAG and the development and deployment of SAF and other cleaner energies. The Plan will be updated in 2025-26.</p>
Bangladesh	In Progress	Not Applicable	To Commence	In Progress	In Progress	In Progress	<ul style="list-style-type: none"> • Action 1: Bangladesh supports the implementation of the Long-Term Aspirational Goal (LTAG) and the ICAO Global Framework for Sustainable Aviation Fuels (SAF), Lower Carbon Aviation Fuels (LCAF), and other cleaner aviation energies,

							<p>including the Finvest Hub.</p> <ul style="list-style-type: none">• Action 2: In close coordination with ICAO, Bangladesh would engage further in the ICAO ACT-SAF program and promote the development, deployment, and scaling up of SAF within and beyond the Asia/Pacific Region.• Action 3: Bangladesh would ensure the use of the best available data as supported by updated ICAO guidance and tools to submit updated and quantified State Action Plans to ICAO, outlining respective policies, actions, and roadmaps, including longterm projections.• Action 4: Bangladesh would notify ICAO Secretariat of its decision to participate in the (CORSIA) Programme.• Action 5: Bangladesh would support the implementation of CORSIA and in the ICAO ACT-CORSIA program.• Action 6: Bangladesh would endeavour to actively participate in the ICAO environment events.
Bhutan	In Progress	In Progress	In Progress	In Progress	In Progress	In Progress	N/A
Brunei Darussalam	In Progress	In Progress	To Commence	In Progress	In Progress	In Progress	NIL
Cambodia	In Progress	In Progress	In Progress	In Progress	In Progress	In Progress	NIL
China	Not Applicable	Not Applicable	In Progress	Not Applicable	Not Applicable	In Progress	<p>As the largest developing country, China has always made important contributions to global climate governance through its own solid actions. China's civil aviation industry adheres to the concept of green development and continuously promotes green, low-carbon, and circular development in the civil aviation sector. On the LTAG and Clean Energy Use Framework The CNG2020 and LTAG2050 targets strongly promoted by ICAO lack scientific justification and are likely to create substantive discrimination against the development of international aviation in developing countries. China does not recognize these targets and has submitted reservations at successive Assembly. China will actively fulfill its commitments under the UNFCCC and its Paris Agreement, and promote the accelerated green and low-carbon transformation in the civil aviation sector and other fields.</p> <p>On ACT SAF China is willing to strengthen exchanges and cooperation with all parties in the field of SAF development through platforms such as the joint construction of the Green Silk Road in the air and South-South cooperation.</p> <p>On Submission of National Action Plans Since the 37th Assembly, CAAC has submitted four national action plans to ICAO in a row, aiming to share its independently determined strategies and practices for green, low-carbon, and circular development in civil aviation. CAAC is currently compiling a national action plan, which will be submitted before the 42nd Assembly.</p> <p>On CORSIA and ACT CORSIA China has submitted a statement on the differences in CORSIA standards and recommendations. China is willing to strengthen exchanges and cooperation with all parties on the technical issues.</p> <p>On Participation in ICAO-Related Activities China actively participates in ICAO environmental activities, offering suggestions and contributing Chinese solutions and wisdom at activities such as the Council meetings, working group meetings, stocktaking meetings, and Environment Weeks.</p>
Hong Kong, China	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	To Commence	Hong Kong, China recognizes the importance of combating climate change.
Macao, China	To Commence	To Commence	To Commence	Not Applicable	To Commence	In Progress	Noted.
Cook Islands	To Commence	To Commence	To Commence	To Commence	To Commence	To Commence	Request assistance with this action item
Fiji	In Progress	In Progress	In Progress	To Commence	To Commence	In Progress	Fiji strongly supports ICAO's Long-Term Aspirational Goal (LTAG) and the Global Framework for Sustainable Aviation Fuels (SAF), as well as initiatives to reduce carbon emissions from international aviation in alignment with ICAO's

							environmental objectives. Update: Fiji has submitted an updated State Action Plan to ICAO and is working towards participation in the ACT-CORSIA program. We will continue to engage in regional and global ICAO environmental events and capacity-building efforts.
India	To Commence	Completed	Not Applicable	To Commence	In Progress	Not Applicable	1. India supports the ICAO's global aspirational goal of net zero and will contribute to the LTAG within its own national timeframe in line with principles of CBDR-RC. 2 India has joined ICAO ACT-SAF program. 3 Noted 4 India will participate from 2027 onwards. 5. DGCA is submitting all CORSIA related data within the stipulated timeline as prescribed by ICAO in Annex-16, Volume-IV. India has not participated in the ACT-CORSIA Buddy Partnerships. As per the GOI policy, India will be participating in CORSIA from its mandatory phase starting 2027 onwards. 6. Noted
Indonesia	In Progress	In Progress	Completed	Completed	In Progress	In Progress	1. Indonesia has established its new SAF Roadmap in September 2024. Indonesia's new SAF target: starting with a 1% SAF blend in 2027, and increasing gradually to 50% by 2060. 2. Indonesia has been a partner of the ICAO ACT-SAF program since 2022, and since then has promoted the acceleration of SAF development in Indonesia 3. Indonesia submitted the third version of its SAP to ICAO in December 2021. The latest revision is expected to be submitted to ICAO before the 42nd ICAO Assembly. 4. Indonesia has already volunteered in CORSIA offsetting requirements since its Pilot Phase. 5. Indonesia has complied with the ICAO Annex 16 Vol IV - CORSIA since its baseline period. Moreover, Indonesia has recently (since Dec 2024) become the supporting State for Fiji, Samoa, Solomon Islands, and Vanuatu in implementing CORSIA, under the ICAO ACT-CORSIA Buddy Partnerships program. 6. Indonesia has actively participated in various ICAO environment events (e.g., ICAO APAC Regional Seminar on Environment, August 2024 in Bangkok, ICAO LTAG Stocktaking Seminar, October 2024 in Montreal, and ICAO Climate Week, June 2025 in Montreal).
Japan	In Progress	In Progress	Completed	Completed	In Progress	In Progress	1. Last year, a meeting was held between ICAO Secretary General Salazar and private businesses in Japan to exchange views on the Finvest Hub. Discussions covered topics such as the importance of regulatory guidelines on the use of SAF and financial support for projects, as well as the significance of information disclosure to enhance SAF production capacity around the world. 2. At ACT-SAF Program of the ICAO LTAG Stocktaking event held last year, Japan reflected on its contributions to ACT-SAF and presented future recommendations based on its past experiences, sharing its insights with other States. 3. Japan has already developed its State Action Plan and submitted its updated version to ICAO in March 2025. 4. Japan is already voluntarily participating in CORSIA. 5. Japan is participating as a Donor State and is conducting follow-up actions as needed. 6. Noted.
Kiribati	To Commence	Completed	Completed	Completed	Completed	To Commence	noted and support
Lao PDR	To Commence	To Commence	To Commence	Not Applicable	In Progress	To Commence	Nil
Malaysia	In Progress	In Progress	Completed	To Commence	In Progress	In Progress	Action 1 - CAAM is fully supports global efforts to achieve ICAO's Long-Term Aspirational Goal (LTAG) of net-zero carbon emissions by 2050. We endorse the implementation of Sustainable Aviation Fuels (SAF) and Lower Carbon Aviation Fuels (LCAF) as well as clear energy solutions. Malaysia has taken significant steps to align with LTAG, including SAF Promotion by collaborating with industry partners to explore SAF production and adoption.

							<p>CAAM is committed to driving these efforts forward, ensuring Malaysia’s aviation sector contributes meaningfully to global climate goals.</p> <p>Action 2 - CAAM actively supports and participates in ICAO’s ACT-SAF program, demonstrating our commitment to advancing Sustainable Aviation Fuel (SAF) development and adoption.</p> <p>Key Actions:</p> <p>1. Regional Collaboration - Work closely with ICAO and Asia/Pacific partners to accelerate SAF production, deployment, and scalability.</p> <p>2. Local Implementation - Promote SAF adoption in Malaysia’s aviation sector through policy support, industry engagement, and awareness initiatives.</p> <p>CAAM is dedicated to driving cleaner aviation energy solutions, ensuring Malaysia plays a key role in the global transition to sustainable air travel.</p> <p>Action 3 - Malaysia has taken a proactive step in supporting global aviation sustainability by submitting its updated State Action Plan No. 4 (The Malaysian Green Skies Initiative and Action Plan) to ICAO in September 2024. A strategic document developed in response to the global challenge of climate change and the specific impact of commercial aviation on the environment.</p> <p>Malaysia’s commitment to ICAO and its initiatives to reduce CO2 emissions from international aviation.</p> <p>SAP No.4 builds upon the commitments made in the MADB by integrating measures and policy imperatives essential for the Malaysian aviation sector to achieve ICAO Long Term Aspirational Goals (LTAG).</p> <p>Outlines a comprehensive strategy for reducing CO2 emissions from the international civil aviation.</p> <p>Action 4 - Malaysia fully supports the recommendation and hereby: Notifies ICAO of its voluntary participation in the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA).</p> <p>This commitment aligns with Malaysia’s dedication to climate action and green aviation development.</p> <p>Action 5 - Malaysia fully supports the recommendation and hereby: Pledges active engagement in the ICAO ACT-CORSIA program to ensure effective implementation.</p> <p>Action 6 - Malaysia fully supports the recommendation and hereby: Confirms participation in upcoming ICAO environmental events to advance global aviation sustainability goals.</p>
Maldives	To Commence	To Commence	In Progress	Completed	In Progress	In Progress	<p>1. The Maldives recognizes the need of SAF and LCAF to achieve the LTAG before 2050 and aims to conduct a feasibility study to assess SAF supply options, infrastructure requirements, regulatory frameworks, and cost implications.</p> <p>2. The Maldives is willing to join in the ICAO ACT-SAF program as a receiving state and require assistance to conduct the SAF feasibility state.</p> <p>3. The Maldives target to submit the first State Action Plan to Reduce CO2 Emissions on 30th August 2025 to ICAO via APER Portal before the 42nd ICAO Assembly in September 2025.</p> <p>4. In January 2023, the Maldives voluntarily participated in ICAO Annex 16, Volume IV, CORSIA Offsetting Scheme to support the ICAO Long-Term Aspirational Goal (LTAG).</p> <p>5. The Maldives plans to remain as a CORSIA voluntarily participating state in the second phase.</p> <p>6. Yes, specifically ICAO APAC Regional Seminar on Environment.</p>
Mongolia	To Commence	To Commence	To Commence	To Commence	To Commence	To Commence	Planning for these actions are underway.
Nauru	To Commence	To Commence	To Commence	To Commence	To Commence	To Commence	<p>Nauru is currently upgrading airport infrastructure through donor-funded projects, including runway resurfacing and facility enhancement to meet future aviation demands.</p> <p>Nauru is not a member of the ICAO Council, hence Action Item 59/25 is not applicable.</p> <p>We recognize the importance of sustainable aviation and plan to engage in initiatives that balance air traffic growth with</p>

							environmental stewardship in future phases.
Nepal	In Progress	In Progress	In Progress	In Progress	In Progress	In Progress	In Progress. Lot of initiatives has been taken.
New Zealand	In Progress	To Commence	To Commence	Completed	Completed	To Commence	Some to commence
Pakistan	Completed	To Commence	In Progress	In Progress	In Progress	In Progress	1.Supported. 2. PCAA will take part in ACT-SAF program in the near future. 3. PCAA has established a dedicated team for the development of the state action plan, comprising representatives from the regulator, airlines, air navigation service providers (ANSP), and airport services. Over the past two years, stakeholders have participated in numerous training sessions—supported by the EU-SA APP II—and meetings focused on this initiative. The updated SAP is under development process. Furthermore, PCAA is set to host the ICAO APAC SA State Action Plan workshop in June/July 2025, aiming to accelerate progress on its own state action plan while also assisting other regional states in the development and update of theirs. 4/5/6. Pakistan Civil Aviation Authority (PCAA) is actively participating in the ACT-CORSIA program and has repeatedly benefited from the support of its buddy partner state, the Republic of Korea. Looking ahead, PCAA intends to collaborate with the Republic of Korea on an initiative in the last quarter of 2025 to equip both industry stakeholders and regulators with the latest knowledge on emerging developments in CORSIA and the management of reporting related to CORSIA Eligible Fuels and Emissions Unit Cancellation.
Palau	To Commence	To Commence	To Commence	To Commence	To Commence	To Commence	PNAA is partner with Singapore and other countries to assist in this plan
Papua New Guinea	In Progress	In Progress	In Progress	In Progress	In Progress	In Progress	1. Action 1: PNG Supports Action Item. 2. Actions 1 to 2: PNG provided a Policy Submission to the National Executive Council (NEC) for Government approval. 3. Actions 3 to 6: PNG to develop policy for this Action. CORSIA working group established to action State Action Plan and CORSIA.
Philippines	In Progress	In Progress	In Progress	Completed	In Progress	In Progress	Action 59/27: CAAP signified its voluntary participation in CORSIA in December 2018. Since then, CAA Philippines actively participates in the ICAO-ACT CORSIA and in ICAO ACT-SAF. Further, aligned with ICAO -LTAG, the Philippines, is currently working on the following: a. Development of SAF roadmap for the Philippines under the National Biofuels Board; b. Engagement with the other Ministries/Government agencies in the development of Offsetting projects; c. Continuous participation in the ICAO ACT-CORSIA and ACT SAF for capacity building; d. Active participation in ICAO, EASA and regional group discussion on sustainable aviation (e.g. ASAAP with ASEAN member states in the ASEAN Technical Working Group); e. In the process of updating the Environment State Action Plan to cover the Airports and ANSP emissions on top of the emissions from the airlines. The Philippines is in ongoing discussions with ICAO environmental office on the potential collaboration for the review of the Philippines SAF roadmap in alignment with the ICAO framework; Further, the Philippines participated in the feasibility study being conducted by Airbus which is expected to be finalized by May 2025. On the other hand, Boeing, released its follow through on the previous study wherein a more “regionalized” approach on the available feedstock and its potential has been identified. The Philippines, through the CAAP is working in the updating of the State Action Plan to be submitted before the General Assembly this September 2025. CAAP is working on the updated SAP to consider the following: Airport operations emissions, airline domestic emissions to be part of the NDC, ATM efficiency, and among others as applicable. The Philippines manifested through its letter in 2018 the intention to voluntarily participate in CORSIA. The Philippines is coordinating with the ICAO on the next round of Buddy-Partnership schedule as part of capacity

							building initiatives. The Philippines, through the CAAP, participated in the ICAO APAC webinar last 7-8 May 2025.
Republic of Korea	Completed	Completed	Completed	Completed	Completed	Completed	ROK supports the implementation of the ICAO Global Framework, including Finvest Hub, in pursuit of the LTAG and will continue its cooperation with ICAO through the submission of updated SAP, active engagement in the ACT-SAF and ACT-CORSIA, and participation in upcoming ICAO environment events.
Samoa	To Commence	To Commence	Not Applicable	Not Applicable	In Progress	In Progress	Funding is a critical challenge
Singapore	In Progress	In Progress	Completed	Completed	In Progress	In Progress	Nil
Sri Lanka	In Progress	In Progress	In Progress	Completed	In Progress	In Progress	1,2 CAASL has developed National Sustainable Aviation Environmental Policy in collaboration with all the stakeholders. This includes SAF and long-term aspiration goals and how to achieve them. Waiting for the cabinet of minister's approval. 3.SAP is prepared and will be submitted to the ICAO before end of July 2025. 4.CAASL has informed the nonparticipation for CORSIA for 2026. 5.CORSIA is successfully implemented in Sri Lanka MRV is in progress from 2019. Implementing standards 098 issued to and updated in 2024. Actively participating in ACT- SAF program. 6.Expect to participate in programs.
Thailand	Completed	To Commence	In Progress	Completed	Completed	In Progress	1. Thailand fully supports the ICAO Long-Term Aspirational Goal (LTAG) and demonstrates this commitment through the promotion and use of Sustainable Aviation Fuel (SAF). SAF production is already available in Thailand, and efforts are underway to scale up production and deployment. 2. Noted. 3. Thailand is currently in the process of developing its updated State Action Plan, which will incorporate long-term projections, cleaner energy solutions including SAF, and align with ICAO's latest guidance and tools. 4. Noted. Thailand has decided to continue its voluntary participation in the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA). 5. Thailand has supported the implementation of CORSIA by co-hosting the ICAO APAC Regional Seminar on Environment in 2023 and 2024. In addition, Thailand participated as a speaker in the 2025 ICAO APAC Webinars on CORSIA Implementation. 6. Thailand will participate in upcoming ICAO environment events.
Timor Leste	In Progress	In Progress	In Progress	In Progress	In Progress	In Progress	Timor-Leste has been as one of the Voluntary state and been participating in several meetings and workshops related to CORSIA and its implemantation.
Vanuatu	In Progress	To Commence	Completed	Completed	In Progress	In Progress	Vanuatu has submitted their State Action Plan to ICAO. We are participating in the CORSIA. Work still in progress and yet to commence on SAF and we support the LTAG initiative by ICAO. We are working towards engaging technical assistance to conduct a feasibility study for Vanuatu to help us better align our goals with the National goals for environment and climate change.
Viet Nam	In Progress	In Progress	In Progress	In Progress	In Progress	In Progress	- Updated, submitted to ICAO the State Action Plan for the period 2022-2025, currently building an update for the next phase - Viet Nam is preparing the procedures to notify the ICAO Secretariat of Vietnam's decision to voluntary participate in CORSIA from January 1, 2026

Action Item 59/28 To promote cooperation and collaboration in the Asia/Pacific region to enhance SAF availability and recognizing that an early lead in SAF development can gain environmental, social, and economic benefits by transitioning to cleaner and more affordable energy sources, the Conference encouraged States/Administrations to establish a supportive regulatory environment for SAF production and infrastructure.

Responses on Action Item 59/28

State/Administration	Action Item 59/28	Remarks or supplementary information for Action Item 59/28
Afghanistan	Not Applicable	No comments

State/Administration	Action Item 59/28	Remarks or supplementary information for Action Item 59/28
Australia	Completed	Australia's Aviation White Paper (2024) sets out the Australian Government's vision for aviation towards 2050 and will deliver initiatives to maximise aviation's contribution to net zero, including the Government's commitment to fast track a low carbon liquid fuel (LCLF) industry which will support increased access to SAF and developing an internationally aligned certification scheme.
Bangladesh	Not Applicable	Bangladesh would seek to establish a supportive regulatory environment for SAF production and infrastructure
Bhutan	In Progress	N/A
Brunei Darussalam	In Progress	NIL
Cambodia	In Progress	NIL
China	In Progress	China is advancing the research, development and application of SAF in an orderly manner in accordance with its national conditions.
Hong Kong, China	In Progress	Hong Kong, China promotes the development of SAF in Hong Kong. The existing fuel infrastructure at the Hong Kong International Airport is already capable of receiving, storing and adopting pre-blended SAF by airlines.
Macao, China	To Commence	Noted.
Cook Islands	To Commence	Request assistance with this action item
Fiji	In Progress	Fiji supports regional cooperation to advance Sustainable Aviation Fuel (SAF) availability and recognizes the strategic benefits of early investment in SAF production and infrastructure. Update: Fiji is exploring policy and regulatory frameworks as well as a feasibility study to support SAF development.
India	Not Applicable	Noted
Indonesia	In Progress	- Indonesia has actively engaged in regional events, such as the ASEAN Air Transport Working Group meeting, to promote collaboration with the ASEAN Members in developing SAF in the region. - Indonesia has collaborated with International Organizations and industry (e.g., IATA, aircraft manufacturers, SAF producers, and technology developers) to accelerate SAF development in Indonesia.
Japan	In Progress	To establish a system capable of supplying SAF stably at internationally competitive prices, Japan is providing support for capital investment using GX Transition Bonds to domestic businesses engaged in large-scale SAF production. In addition, tax deductions are being implemented based on the volume of SAF produced and sold domestically.
Kiribati	To Commence	noted and support. Needs assistance
Lao PDR	To Commence	Nil
Malaysia	In Progress	Malaysia strongly supports the Conference's call to enhance regional cooperation on SAF and welcomes the initiative to establish a supportive regulatory environment for SAF production and infrastructure development. As a proactive advocate for sustainable aviation, Malaysia is committed to collaborating with regional and international partners including EASA, ICAO, IATA, and other stakeholders to accelerate SAF adoption in the Asia/Pacific region.
Maldives	To Commence	The Maldives plans to conduct a SAF feasibility study before the year 2028 and the actions is included in the current draft of Maldives Strategic Action Plan. The outcome will establish a clear roadmap and business case for SAF deployment at main airports in the Maldives
Mongolia	To Commence	Planning for this action is underway.
Nauru	To Commence	Nauru has not yet developed a regulatory framework for SAF production or infrastructure due to the absence of local aviation fuel production and limited regulatory resources. However, we acknowledge its importance and are open to exploring partnerships and technical guidance for future implementation.
Nepal	In Progress	Initiatives has been taken
New Zealand	In Progress	Sustainable Aviation Aoteroa exists and is working on this.
Pakistan	To Commence	Pakistan will promote the cooperation and collaboration in the Asia/Pacific region to enhance SAF availability.
Palau	To Commence	Palau will work with Aviation Partners
Papua New Guinea	In Progress	PNG has provided a Policy Submission to Government for approval. This is included in the same NEC Policy Submission mentioned in Action Item 27.
Philippines	In Progress	Action 59/28: The Philippines is in the process of developing the SAF roadmap. The earlier version is subject for vetting of the national/state level stakeholders. Currently, the Philippines was able to secure technical assistance from Airbus in the Feasibility Study, and from Boeing in terms of the Feedstock assessment.
Republic of Korea	Completed	ROK recognizes the environmental, social, and economic benefits of early leadership in SAF development and is making continued efforts to establish a supportive regulatory environment for SAF production and infrastructure. ROK will also continue to promote coopertaion and coordination within the Asia/Pacific region to enhance SAF availability.
Samoa	To Commence	Funding and availability of Guidance to fit our very small operational environments is the challenge

State/Administration	Action Item 59/28	Remarks or supplementary information for Action Item 59/28
Singapore	In Progress	Nil
Sri Lanka	To Commence	In Sri Lanka currently identified the possibility of production and feed stock availability. Feasibility studies are going on and logistic arrangements are going on.
Thailand	In Progress	Thailand by CAAT has established a National SAF Committee to coordinate policy development, foster public-private partnerships, and align national efforts with regional and global goals. In collaboration with the Ministry of Transport and relevant stakeholders, CAAT is developing regulatory frameworks, engaging fuel producers and airlines, and finalizing a Memorandum of Understanding with air operators to drive investment, ensure fuel readiness, and accelerate SAF adoption. These efforts aim to position Thailand as a regional leader in the transition to sustainable aviation.
Timor Leste	To Commence	developing its strategic plan alignn with the ICAO strategic plan to 2050
Vanuatu	To Commence	Legislative review on our CAA Act will commence this year and this will be incorporated in order to better establish our regulatory framework.
Viet Nam	In Progress	Viet Nam participates in several regional workshops on SAF and is currently working on developing support policies for SAF production and infrastructure in Viet Nam.

Action Item 59/29 Recognizing the urgent need for significant progress in developing SAF to reduce CO2 emissions from international civil aviation, and the necessity for cooperation between governments and industry stakeholders to build SAF capacity in the region, the Conference encouraged States/Administrations to:

1. report on progress and challenges encountered in achieving the CAAF/3 outcomes;
2. share SAF best practices and conduct SAF seminars and educational programs; and
3. establish national policies specific to SAF.

Responses on Action Item 59/29

State/Administration	Action 1	Action 2	Action 3	Remarks or supplementary information for Action Item 59/29
Afghanistan	Not Applicable	Not Applicable	Not Applicable	As we did not participate to the conference
Australia	Completed	Completed	Completed	As above. Australia continues to engage with the aviation sector, fuel producers and suppliers to work together to reduce barriers to SAF development and uptake.
Bangladesh	To Commence	To Commence	To Commence	<ul style="list-style-type: none">• Action 1: Bangladesh would report on progress and challenges encountered in achieving the CAAF/3 outcomes.• Action 2: Bangladesh would share SAF best practices and as and when possible, conduct SAF seminars and educational programs; and <ul style="list-style-type: none">• Action 3: Bangladesh would establish, as soon as possible, national policies specific to SAF.
Bhutan	In Progress	In Progress	In Progress	n/a
Brunei Darussalam	In Progress	To Commence	In Progress	NIL
Cambodia	In Progress	In Progress	In Progress	NIL
China	Not Applicable	In Progress	In Progress	China has formally raised reservations regarding the relevant content of the CAAF/3 outcomes. China will advance the development of SAF in an orderly manner in line with its national conditions. China is willing to strengthen communication and cooperation with all states in the field of SAF development through initiatives such as the Green Air Silk Road and South-South cooperation."
Hong Kong, China	Completed	Completed	Completed	Hong Kong, China will continue to support and encourage the use of SAF in the industry through close collaboration with Hong Kong-based operators and relevant stakeholders. This aligns with the SAR government's initiative to formulate the long-term plan for industry development in respect of SAF and cater increasing demand of international airlines for SAF. Among the three authorities HKCAD, CAAC and AACM, a Joint Certification Management working group is established to share SAF practices.
Macao, China	To Commence	To Commence	To Commence	Noted.
Cook Islands	To Commence	To Commence	To Commence	Request assistance with this action item
Fiji	To Commence	Not Applicable	To Commence	Fiji supports the outcomes of the Third ICAO Conference on Aviation and Alternative Fuels (CAAF/3 - which it Chaired) and recognises the need for close cooperation with industry to build regional SAF capacity and reduce CO ₂ emissions from aviation. Update: Fiji is exploring policy and regulatory frameworks as well as a feasibility study to support SAF development.
India	To Commence	Not Applicable	Not Applicable	1.National Biofuels Coordination Committee formed under MoPNG, Govt of India has recommended to blend Sustainable Aviation Fuel with ATF in near future.

State/Administration	Action 1	Action 2	Action 3	Remarks or supplementary information for Action Item 59/29
Indonesia	In Progress	In Progress	Completed	1. Indonesia is making progress in implementing its new SAF roadmap, aligned with the global targets 2. Several relevant entities (e.g., DGCA, Ministry of Energy and Mineral Resources, Ministry of Infrastructure, national oil companies, academia, etc) in Indonesia have actively organized discussions about SAF development in the form of national seminars, workshops, and forum group discussions. 3. Indonesia has established its new SAF Roadmap in September 2024. Indonesia’s new SAF target: starting with a 1% SAF blend in 2027, and increasing gradually to 50% by 2060.
Japan	In Progress	In Progress	In Progress	1. As a regulatory measure, Japan has already set a SAF usage target of 10% by 2030 for Japanese airlines. Discussions are underway to establish a corresponding SAF supply target for producers by 2030. Challenges remain, including the limited absolute volume of SAF production and the significant price gap between conventional jet fuel and SAF. 2. Japan will support ASEAN countries, which have abundant feedstock resources, by developing a guidebook and conducting seminars on procedures for the registration of new feedstocks and production pathways under ICAO rules, as well as CEF certification. 3. As a regulatory measure, Japan has already set a SAF usage target of 10% by 2030 for Japanese airlines. Discussions are also underway to establish a SAF supply target for producers by 2030. In terms of support measures, Japan is providing capital investment assistance for the construction of large-scale SAF production facilities and has introduced tax credits based on the volume of SAF produced and sold domestically.
Kiribati	Not Applicable	Not Applicable	To Commence	noted and support
Lao PDR	Not Applicable	Not Applicable	Not Applicable	Nil
Malaysia	In Progress	To Commence	In Progress	CAAM is pleased to confirm that Malaysia is actively advancing its national policy framework for SAF, in alignment with the Conference’s call to establish supportive regulatory environments for SAF adoption.CAAM is in discussions with key national stakeholders, including: - Ministry of Transport (MOT) and Ministry of Plantation and Commodities (KPK)– Aligning SAF policies with national transportation decarbonization goals. - A dedicated SAF TF has been formed to harmonize cross-agencies including AOs efforts.
Maldives	To Commence	To Commence	In Progress	Depending on the outcome of the SAF feasibility study, the Maldives aim to establish a national policy specific to SAF import, deployment, and use, including a mandate of a minimum 1% SAF blend target from 2030 onwards for international departures from major airports in the Maldives
Mongolia	To Commence	To Commence	To Commence	Planning for these actions are underway.
Nauru	To Commence	To Commence	To Commence	Nauru has not yet engaged in SAF-specific activities or policy development due to its small-scale aviation sector and current dependency on conventional fuels. We are willing to participate in regional initiatives and educational programs when available, and would benefit from ICAO-led support in policy development.
Nepal	In Progress	In Progress	In Progress	In Progress
New Zealand	To Commence	To Commence	To Commence	To commence
Pakistan	To Commence	To Commence	To Commence	PCAA will take part in ACT-SAF program in the near future. Chapter 1.10 of the National Aviation Policy 2023 of Pakistan promotes the adoption of Sustainable Aviation Fuel (SAF) and alternative aviation fuels. However, a regulatory framework is under development, and as a result, the Pakistan Civil Aviation Authority (PCAA) has not issued mandates regarding its utilization by operators. Once the regulatory framework is established, the PCAA will explore potential initiatives to encourage operators to enhance SAF usage in alignment with the outcomes of the Third Conference on Aviation and Alternative Fuels (CAAF/3).
Palau	To Commence	To Commence	To Commence	PNAA would like to participate in this plan
Papua New Guinea	In Progress	In Progress	In Progress	PNG has provided a Policy Submission to the Government for approval. This is included in same NEC Policy Submission mentioned in Action Items 27 and 28.
Philippines	In Progress	In Progress	In Progress	Action 59/29: The Philippines is in the process of developing the SAF roadmap. The earlier version is subject for vetting of the national/state level stakeholders. Currently, the Philippines as part of the SAF roadmap is working on the enabling policies for each actor in the SAF Supply chain. Since Philippines is an archipelago, there is a need to scale up the regional assessment of feedstock supply, its link to the aviation supply chain and to consider the LCA. The Philippines also had an opportunity to become part of the International Aviation Climate Ambition Coalition (IACAC) and as a member, Philippines shared its experience in the development of SAF ecosystem and the challenges as well as opportunities for SAF in the country. In terms of policy, the Philippines is aware of the pronouncements made by its neighboring states in terms of blending/adoption of SAF, however, the Philippines is also cautious and determined to take all angles in the supply chain for SAF to be neutral (e.g. feedstock, technology, infrastructure, etc.), opening the market to potential collaborators and partners.
Republic of Korea	In Progress	Completed	Completed	ROK is strengthening its national policy framework to support the expansion of SAF. In 2024, ROK announced its SAF Promotion Strategy and in 2025, it plans to introduce a mandate policy for SAF blending. ROK will continue to report on progress and challenges encountered during policy

State/Administration	Action 1	Action 2	Action 3	Remarks or supplementary information for Action Item 59/29
				development and implementation, and is committed to sharing best practices and engaging in SAF seminars and educational initiatives.
Samoa	Not Applicable	Not Applicable	To Commence	Lack of capable resources is a challenge
Singapore	In Progress	In Progress	In Progress	Nil
Sri Lanka	To Commence	To Commence	In Progress	1. In Sri Lanka currently identified the possibility of production and feed stock availability. Feasibility studies are going on and logistic arrangements are going on. 2. In Sri Lanka currently identified the possibility of production and feed stock availability. Feasibility studies are going on and logistic arrangements are going on. 3. CAASL has developed National Sustainable Aviation Environmental Policy in collaboration with all the stakeholders. This includes SAF and long-term aspiration goals and how to achieve them. Waiting for the cabinet of minister's approval.
Thailand	To Commence	Completed	In Progress	1. Noted. 2. Noted. Thailand, in collaboration with ICAO, has contributed to sharing SAF best practices by co-hosting the ICAO APAC Regional Seminar on Environment in 2023 and 2024. 3. Thailand is planning to develop national policies specific to SAF to support its production, deployment, and long-term adoption.
Timor Leste	To Commence	To Commence	To Commence	to commence draft of policies on subject matter
Vanuatu	To Commence	To Commence	To Commence	Vanuatu is in the initial stages to achieving these objectives.
Viet Nam	In Progress	In Progress	To Commence	Viet Nam has been organizing meetings between stakeholders in Viet Nam to develop the best support policies and standards that best support the development of SAF in Viet Nam.

Action Item 59/30

- Recognizing the urgent need for SAF producers to access ICAO- approved Sustainability Certification Schemes, the Conference:
1. invited ICAO to expedite the approval of new Sustainability Certification Schemes for SAF, LCAF, and other cleaner aviation energies;
 2. invited ICAO to develop specific training programs for States/Administrations and industry stakeholders to enhance their expertise on CORSIA certification requirements, with a special focus on addressing various challenges; and
 3. encouraged States/Administrations to establish a robust national regulatory framework for SAF certification that aligns with ICAO's CORSIA Standards.

Responses on Action Item 59/30.1 &30.2

State/Administration	Action 1	Action 2	Please kindly share your suggestion or comments for Action item 59/30.1 and 59/30.2
Afghanistan	Noted	Noted	Our suggestion and request to the ICAO and APAC is to accept our staff to participate to relevant trainings
Australia	Noted	Noted	Noted.
Bangladesh	Noted	Noted	Bangladesh supports the conference recommendations as outlined in Action item 1 and 2.
Bhutan	Noted	Noted	n/a
Brunei Darussalam	Noted	Noted	NIL
Cambodia	Noted	Noted	NIL
China	Noted	Noted	China has submitted statement of differences regarding the CORSIA standards and recommendations. China will carry out relevant accreditation and certification work in accordance with its national conditions, and is willing to strengthen communication and cooperation with all states.
Hong Kong, China	Noted	Noted	Nil
Macao, China	Noted	Noted	Noted.
Cook Islands	Noted	Noted	Request assistance with this action item
Fiji	Noted	Noted	Fiji supports the expedited approval of ICAO Sustainability Certification Schemes and recognises the importance of capacity building and robust national frameworks to support SAF certification aligned with CORSIA requirements.
India	Noted	Noted	Noted
Indonesia	Noted	Noted	1. We understand that ICAO has recently approved a new SCS owner from Japan (Class NK), bringing the total of approved SCSs to three. 2. Indonesia is looking forward to capacity-building programs on CORSIA organized by ICN.

State/Administration	Action 1	Action 2	Please kindly share your suggestion or comments for Action item 59/30.1 and 59/30.2
Japan	Noted	Noted	1. The Japanese organization, ClassNK (Nippon Kaiji Kyokai), has been approved by ICAO as a Sustainability Certification Scheme (SCS) for CORSIA-eligible fuels, becoming the third such entity in the world and the first in Japan. However, the number of approved SCSs remains limited, currently consisting of two in Europe (ISCC and RSB) and one in Asia (ClassNK SCS). Japan requests ICAO to ensure global coverage without gaps, while maintaining accuracy and accelerating the approval process. 2. Japan plans to support ASEAN countries by developing a guidebook and conducting seminars on the procedures for registering new feed stocks and production pathways, as well as for obtaining CEF certification, in accordance with ICAO rules. In order to enhance SAF production capacity around the world, Japan invites ICAO to develop training programs as outlined in the Action Item.
Kiribati	Noted	Noted	support those actions.
Lao PDR	Noted	Noted	Nil
Malaysia	Noted	Noted	These programs should address challenges faced by States at different levels of readiness, and include technical guidance, practical case studies, and tailored support for implementation.
Maldives	Noted	Noted	Not Applicable
Mongolia	Noted	Noted	Planning for these actions are underway.
Nauru	Noted	Noted	Nauru appreciates ICAO's initiative to support new sustainability certification schemes and training programs. While we do not currently produce or regulate SAF, we acknowledge the importance of building regional awareness and capacity, and welcome future participation in training programs when feasible.
Nepal	Noted	Noted	Noted
New Zealand	Noted	Noted	Noted
Pakistan	Noted	Noted	Noted
Palau	Noted	Noted	PNAA will work with ICAO on this.
Papua New Guinea	Noted	Noted	PNG notes and supports this Action Item.
Philippines	Noted	Noted	Action 59/30.1 and 59/30.2: The Philippines acknowledges the importance of certification schemes for a transparent and efficient implementation of CORSIA, the Philippines finds some implementation elements to be challenging. One, available certification schemes globally is quite low compared with the demand for the certified projects. Even if say one country was able to develop offsetting projects, the bottle-neck in the actual CORSIA certification might take time and hence, the participating airlines will have to shoulder the pain of compliance. Second, relative to the number of projects globally, Guyana for one is a success story, this can be replicated with other Member States, however, there is a need to scale up the discussion with the ICAO and UNFCCC on the mechanism streamlining the issuance of letter of authority for projects to be used for NDC and for CORSIA. Third, access to the offsetting projects (which are limited) at this point has a spill over impact on the compliance by 2027, hence, ICAO might consider the non-punitive compliance for States, this is to transition as well other stakeholders (e.g. involved in the offsetting projects, capacity building for the NAB for the accreditation of the verification body/ies).
Republic of Korea	Noted	Noted	59/30.2 is for ICAO; the Conference: invited ICAO to develop specific training programs for States/Administrations and industry stakeholders to enhance their expertise on CORSIA certification requirements, with a special focus on addressing various challenges; and
Samoa	Noted	Noted	No capability to be able to respond
Singapore	Noted	Noted	Nil
Sri Lanka	Noted	Noted	Sri Lanka has currently identified the possibility of production and feed stock availability. Feasibility studies and logistic arrangements are on going.
Thailand	Noted	Noted	1. Noted. 2. Noted. Thailand expresses its readiness to participate in ICAO's training programmes aimed at enhancing understanding of CORSIA certification requirements and addressing related challenges.
Timor Leste	Noted	Noted	keep update to our state to be informed for any procedures and training programs on this subject matter
Vanuatu	Noted	Noted	Vanuatu agrees to the Certification schemes and training programs mentioned to help us further this initiative forward to gain stakeholder and government support on implementing this moving forward.
Viet Nam	Noted	Noted	Viet Nam expresses its support.

[Responses on Action Item 59/30.3](#)

State/Administration	Action 3	Remarks or supplementary information for Action Item 59/30.3
Afghanistan	Not Applicable	No remarks

Australia	Completed	Australia's Guarantee of Origin scheme is a voluntary framework for emissions accounting of products and certification of renewable energy and low carbon liquid fuels, including SAF.
Bangladesh	To Comment	Bangladesh would establish, as soon as, a robust national regulatory framework for SAF certification aligning with ICAO's CORSIA Standards.
Bhutan	In Progress	n/a
Brunei Darussalam	To Comment	NIL
Cambodia	In Progress	NIL
China	Not Applicable	China has submitted statement of differences regarding the CORSIA standards and recommendations. China will carry out relevant accreditation and certification work in accordance with its national conditions, and is willing to strengthen communication and cooperation with all states.
Hong Kong, China	Not Applicable	HKCAD will continue to closely monitor ICAO's guidance on SAF and other cleaner aviation energies, and take timely actions, if necessary, to align with the national, SAR government and departmental steering on this subject.
Macao, China	To Comment	Noted.
Cook Islands	To Comment	Request assistance with this action item
Fiji	To Comment	Update: Fiji is assessing its regulatory framework to support SAF certification and is exploring opportunities for training and technical assistance under ICAO's ACT-SAF and ACT-CORSIA initiatives.
India	Not Applicable	Noted
Indonesia	In Progress	Indonesia is encouraging its national oil producers to produce SAF following the CORSIA standard (CORSIA-eligible fuels). Relevant DGCA's circular letter is being formulated.
Japan	In Progress	3. Japan supports the private sector in obtaining certification for CORSIA- eligible fuels (CEF) and also facilitates the registration of new feedstocks for CEF through active participation in expert meetings (WG5) at ICAO.
Kiribati	To Comment	noted and support
Lao PDR	Not Applicable	Nil
Malaysia	In Progress	To note
Maldives	Not Applicable	Noted
Mongolia	To Comment	Planning for this action is underway.
Nauru	To Comment	Nauru has not yet established a national regulatory framework for SAF certification due to its limited aviation fuel activity and regulatory resources. We will require guidance and technical assistance from ICAO and relevant partners to begin aligning with CORSIA standards in the future.
Nepal	In Progress	Noted
New Zealand	In Progress	In progress
Pakistan	To Comment	Noted
Palau	To Comment	PNAA will adopt regulation on this plan
Papua New Guinea	In Progress	PNG has included Action 3 in the Policy Submission to the Government for approval.
Philippines	In Progress	Action 59/30.3: While the Philippines acknowledges the importance of SAF certification aligned with ICAO's CORSIA Standards, the country is currently evaluating the process and or mechanisms for the stakeholders' and potential partners to be certified under the scheme. The Philippines is assessing if there is a need for subsidy, a public-private partnership engagement or purely to be undertaken by the private (e.g. developer).
Republic of Korea	Completed	ROK is developing its regulatory framework to align with CORSIA Standards. ROK also supports the development of ICAO's training programs on SAF and CORSIA and will actively consider participation.
Samoa	To Comment	The State has challenges with so many areas and lack of so many resources required for this to be successfully achieved
Singapore	In Progress	Nil
Sri Lanka	In Progress	Noted
Thailand	In Progress	Noted. Thailand is currently in the process of developing a national regulatory framework for SAF certification in alignment with ICAO's CORSIA Standards.
Timor Leste	To Comment	to be commencing
Vanuatu	To Comment	More consultation and awareness on this needs to be made as it is a new concept.
Viet Nam	To Comment	Viet Nam is in the process of researching and establishing a national regulatory framework for SAF certification that aligns with ICAO's CORSIA Standards.

urged States/Administrations to:

- 1. strengthen collaboration in developing CORSIA-Eligible Fuels (CEF) and CORSIA-Eligible Emissions Units (CEU); and
- 2. promote information exchange and knowledge sharing on the development of CEFs and CEUs.

Responses on Action Item 59/31

State/Administration	Action 1	Action 2	Remarks or supplementary information for Action Item 59/31
Afghanistan	To Commence	To Commence	No Comments
Australia	Completed	Completed	Australia supports collaborative efforts to increase the availability of CEFs and CEUs under CORSIA.
Bangladesh	To Commence	To Commence	<ul style="list-style-type: none">• Action 1: Bangladesh supports the recommendations of strengthening collaboration in developing CORSIA-Eligible Fuels (CEF) and CORSIA-Eligible Emissions Units (CEU); and• Action 2: Bangladesh supports the recommendations of promoting information exchange and knowledge sharing on the development of CEFs and CEUs.
Bhutan	In Progress	To Commence	n/a
Brunei Darussalam	In Progress	In Progress	NIL
Cambodia	In Progress	In Progress	NIL
China	Not Applicable	In Progress	China has submitted statement of differences regarding the CORSIA standards and recommendations. China is willing to actively strengthen communication and cooperation with relevant states through initiatives such as the Green Air Silk Road and South-South cooperation.
Hong Kong, China	Not Applicable	Not Applicable	Nil
Macao, China	To Commence	To Commence	Noted.
Cook Islands	To Commence	To Commence	Request assistance with this action item
Fiji	To Commence	To Commence	<p>While Fiji has not yet formally joined CORSIA, we acknowledge the importance of regional collaboration on the development of CORSIA-Eligible Fuels (CEF) and Emissions Units (CEU) to reduce aviation CO₂ emissions.</p> <p>Update: Fiji is monitoring CORSIA developments closely and engaging in knowledge-sharing activities under ICAO’s ACT-CORSIA and ACT-SAF programs to prepare for possible future participation and alignment.</p>
India	In Progress	In Progress	<p>1. India is actively working on production and certification of CORSIA eligible fuels and CORSIA Eligible Units by collaborating with the industry partners as and when required.</p> <p>2. India shares the relevant knowledge and progress made in the area of CEFs and CEUs by presenting working papers, information papers, and presentations at various appropriate platforms</p>
Indonesia	In Progress	Completed	<p>1. Indonesia has actively promoted collaboration among States in the ASEAN/APAC region to put our collective efforts in developing the CEF and CEUs.</p> <p>2. Indonesia has disseminated its progress in SAF production and CEUs development, including its alignment with Article 6 of the Paris Agreement.</p>
Japan	In Progress	In Progress	<p>Through the following initiatives, Japan is engaging in cooperation, information exchange, and knowledge sharing in the development of CEFs and CEUs.</p> <ul style="list-style-type: none">• Japan is providing support to ASEAN countries - where abundant feedstocks are available - by developing a guidebook and conducting seminars on procedures for registering new feedstocks and production pathways, as well as obtaining CEF certification, in accordance with ICAO rules.• The Nippon Kaiji Kyoukai (ClassNK) was approved by ICAO as the third Sustainability Certification Scheme(SCS) in the world - and the first in Japan - for CORSIA-eligible fuels.• Discussions are under way with relevant parties to have its domestically produced carbon credits approved by ICAO for use in CEU.
Kiribati	To Commence	Not Applicable	noted and support
Lao PDR	Not Applicable	Not Applicable	Nil
Malaysia	In Progress	In Progress	To note
Maldives	To Commence	To Commence	The Maldives acknowledge the ongoing work of ICAO towards expanding the eligibility for Nature-Based Solutions under CORSIA Eligible Emissions Units (CEU) and recognize the importance to include Blue Carbon projects in a similar stance as REDD+.
Mongolia	To Commence	To Commence	Planning for these actions are underway.

State/Administration	Action 1	Action 2	Remarks or supplementary information for Action Item 59/31
Nauru	To Commence	To Commence	Nauru is currently not involved in CEF/CEU development or collaboration. Technical guidance and regional support will be required before any progress can be made in these areas.
Nepal	In Progress	In Progress	In progress
New Zealand	To Commence	To Commence	To commence
Pakistan	To Commence	To Commence	1. PCAA is actively participating in the ACT-CORSIA program and has repeatedly benefited from the support of its buddy partner state, the Republic of Korea. Looking ahead, PCAA intends to collaborate with the Republic of Korea on an initiative in the last quarter of 2025 to equip both industry stakeholders and regulators with the latest knowledge on emerging developments in CORSIA and the management of reporting related to CORSIA Eligible Fuels and Emissions Unit Cancellation. 2. PCAA will take part in ACT-SAF program in the near future.
Palau	To Commence	To Commence	Palau will participate in this plan.
Papua New Guinea	In Progress	In Progress	PNG notes and supports this Action Item.
Philippines	In Progress	In Progress	Action 59/31: The CAA Philippines is in discussion with the Ministry of Environment on the development of CEUs, and appropriate methodology to be used (e.g. certification schemes as appropriate, etc.). Further, the Philippines is working in the development of SAF, leveraging the existing policy on the biofuels under the ministry of energy.
Republic of Korea	In Progress	In Progress	ROK recognizes the importance of international collaboration and information sharing in the development of CEF and CEU, and will continue to monitor developments and strengthen cooperation with ICAO.
Samoa	Not Applicable	Not Applicable	No available resources for the State to achieve this
Singapore	In Progress	In Progress	Nil
Sri Lanka	To Commence	In Progress	1. Doing preliminary works and surveys 2. Knowledge sharing and promotional work is in progress
Thailand	In Progress	Completed	1. Thailand is engaging 8 major Aeroplane operators to use SAF by signing a Memorandum of Understanding (MoU) . Under this MoU, participating airlines are committed to using SAF at least 1% of total international fuel use in particular route in 2026 and 2027. 2. Thailand conducted the workshops on CORSIA Eligible Emissions Units (CEU) to raise awareness and provide capacity-building and knowledge sharing for Aeroplane operators on CEU.
Timor Leste	To Commence	To Commence	ready to collaborate and exchanging the essential information on CORSIA matters
Vanuatu	To Commence	To Commence	More awareness and consultation of such information is needed to be able to achieve this.
Viet Nam	To Commence	To Commence	Viet Nam is in the process of researching the development of CEF including SAF and CEU.

- Action Item 59/32

Recognizing airports’ need for a roadmap to decarbonization, the Conference encouraged States/Administrations to consider participating in the ACI “Net Zero Roadmap Decarbonise Your Airport” programme.
- Action Item 59/33

Recognising the exemplary water recycling initiatives in their contribution to sustainable airport operation, the Conference recommended that this matter be brought to the ICAO Committee on Aviation Environmental Protection.
- Action Item 59/34

Emphasizing the importance of collaboration among academia, industry, and government to tackle complex problems more effectively, and highlighting the need for international cooperation among States/Administrations to share information, align policies, and develop unified strategies, the Conference recommended that the ICAO Asia/Pacific Office facilitate collaborative opportunities by organizing workshops, conferences, and other events to support the development and deployment of SAF, hydrogen and electric propulsion technologies.

Responses on Action Item 59/32 & 59/33 & 59/34

State/Administration	Action Item 59/32	Action Item 59/33	Action Item 59/34	Remarks or supplementary information for Action Item 59/32, 59/33, and 59/34
Afghanistan	Not Applicable	Not Applicable	Not Applicable	Pointed to the Item 59/34, ICAO and APAC do not accept our staff to participate workshops, conferences, and other events to support the development and deployment of SAF, hydrogen and electric propulsion technologies.
Australia	Not Applicable	Not Applicable	Not Applicable	Noted.
Bangladesh	To Commence	Not Applicable	To Commence	59/32 Bangladesh would endeavour to participate in the ACI “Net Zero Roadmap Decarbonise Your Airport” programme.

State/Administration	Action Item 59/32	Action Item 59/33	Action Item 59/34	Remarks or supplementary information for Action Item 59/32, 59/33, and 59/34
				<p>59/33 Bangladesh supports the recommendation.</p> <p>59/34 Bangladesh supports the recommendation of organization of workshops, conferences, and other events to support the development and deployment of SAF, hydrogen and electric propulsion technologies by the APAC Office</p>
Bhutan	In Progress	Not Applicable	Not Applicable	n/a
Brunei Darussalam	In Progress	To Commence	To Commence	NIL
Cambodia	Not Applicable	In Progress	In Progress	NIL
China	Not Applicable	In Progress	In Progress	<p>CAAC is actively promoting the green and low-carbon transformation of airports. Based on its development situation, China has established an airport carbon certification mechanism and willing to strengthen communication and cooperation with all states through initiatives such as the Green Air Silk Road and South-South cooperation.</p> <p>CAAC attaches great importance on water conservation at airports, promoting efficient water recycling and reuse through the construction of rainwater harvesting systems and reclaimed water recycling systems. Additionally, airports have actively advanced the collection, treatment, and reuse of various wastewater streams, including domestic sewage, aircraft cleaning wastewater, and de-icing fluid runoff, playing a significant role in protecting the surrounding environment.</p> <p>CAAC is actively developing specialized green aviation courses and compiling professional textbooks such as "Green Aircraft and New Energy Technologies" and "Civil Aviation Carbon Market and Carbon Verification Practices". Simultaneously, China has actively engaged in international communication and cooperation. In recent years, through initiatives like the Belt and Road and the South-South Cooperation Climate Fund, China has provided assistance to other developing countries within its capacity. Moving forward, China will continue to strengthen mutual support and collaboration with other developing countries under these frameworks.</p>
Hong Kong, China	Completed	Completed	Not Applicable	<p>(59/32): The Hong Kong International Airport (HKIA) is a Level 4 accredited airport under the ACI Airport Carbon Accreditation. The Airport Authority Hong Kong, the aerodrome operator of the HKIA, and its key aviation-related business partners have been implementing the strategies to achieve Net Zero Carbon by 2050.</p> <p>(59/33): The Hong Kong International Airport has implemented a "triple water system" to enhance the efficiency of its three primary water sources: freshwater, seawater, and treated wastewater. In particular, wastewater from terminal building kitchens, washroom sinks, and aircraft catering and cleaning activities is collected and treated on-site. This treated wastewater is then reused for landscape irrigation.</p>
Macao, China	To Commence	Not Applicable	Not Applicable	<p>Item 59/32: Macao, China recognizes the need for airport to develop a roadmap to decarbonization. Currently, Macau International Airport (MIA) has been accredited with Level 2 of ACI Airport Carbon Accreditation (ACA) programme.</p> <p>Item 59/33: Noted.</p> <p>Item 59/34: Noted.</p>
Cook Islands	To Commence	To Commence	To Commence	Please advise workshops and include hybrid mode
Fiji	To Commence	To Commence	Not Applicable	<p>59/32: Fiji supports the decarbonization of airport operations and acknowledges the importance of structured guidance such as the ACI “Net Zero Roadmap” to help airports transition to low-carbon operations.</p> <p>Update: Fiji Airports (the international airport operator) is assessing opportunities for participation in the ACI Net Zero programme as part of broader national efforts toward sustainable aviation infrastructure.</p> <p>59/33: Fiji supports the promotion of water recycling initiatives as an integral part of sustainable airport operations and welcomes the recommendation to bring this matter to the ICAO Committee on Aviation Environmental Protection (CAEP) for further consideration.</p> <p>Update: Fiji is exploring opportunities to integrate water efficiency and recycling practices into future airport development plans, in line with broader sustainability objectives.</p> <p>Currently Nadi International Airport harvests rainwater to complement their water supply.</p> <p>59/34: Fiji supports greater collaboration between academia, industry, and government, and welcomes the ICAO Asia/Pacific</p>

State/Administration	Action Item 59/32	Action Item 59/33	Action Item 59/34	Remarks or supplementary information for Action Item 59/32, 59/33, and 59/34
				Office's facilitation of events that promote innovation and cooperation in SAF, hydrogen, and electric propulsion technologies. Update: Fiji is participating in regional dialogues on sustainable aviation energy solutions and is exploring national strategies for the potential introduction of emerging clean propulsion technologies.
India	Not Applicable	Not Applicable	Not Applicable	Noted
Indonesia	In Progress	Not Applicable	Not Applicable	59/32: Indonesia supports the decarbonization roadmap. Indonesia has implemented the decarbonization program to reduce greenhouse gas emissions including the use of renewable energy and cleaner energy initiatives at airports as well as energy efficiency programs and encouraging airports to offset their carbon footprint with greening programs. Currently, Indonesia is in progress of establishing the roadmap for decarbonization in Aviation. 59/33: Indonesia supports this recommendation whilst at the same time acknowledges the effort made by ICAO Committee on Aviation Environmental Protection on the establishment of Eco-Airport Toolkit e-collection publicly available in the ICAO website which already incorporated best practice of Water Management at Airports. 59/34: We are looking forward to the ICAO APAC initiative to organize/facilitate the relevant workshops/seminars/conferences on SAF, LCAF, and other aviation cleaner energies.
Japan	In Progress	In Progress	In Progress	59/32: Japan will continue to consider this matter. 59/33: To achieve environmental conservation at airports, Japan has developed the Eco-Airport Guidelines, which clearly state that water reuse at airports is one of the basic principles for setting environmental goals, and efforts in this area are being actively encouraged. In addition, major airports such as Haneda Airport, Narita International Airport, Chubu Centrair International Airport, Kansai International Airport, and Naha Airport are actively making use of reclaimed water. 59/34: Noted. Japan is actively participating in events such as ICAO APAC Webinars. Collaboration among industry, academia and government is essential and to further promote such collaboration, Japan encourages the ICAO Asia/Pacific Office to continue organizing these events.
Kiribati	To Commence	Not Applicable	To Commence	support those actions
Lao PDR	Not Applicable	Not Applicable	Not Applicable	Nil
Malaysia	In Progress	In Progress	In Progress	To note and in progress
Maldives	To Commence	To Commence	To Commence	Noted
Mongolia	To Commence	To Commence	To Commence	Planning for these actions are underway.
Nauru	Not Applicable	Not Applicable	To Commence	Nauru International Airport is not an ACI member and has not yet participated in the Net Zero programme. However, the initiative is noted with interest for future consideration. There are currently no airport water recycling systems in place due to limited infrastructure and resource constraints. Nauru acknowledges the need for greater collaboration and capacity building in SAF, hydrogen, and electric aviation technologies. We support regional workshops and information-sharing led by ICAO and partners to build future readiness.
Nepal	In Progress	In Progress	In Progress	In Progress
New Zealand	To Commence	To Commence	To Commence	To commence
Pakistan	To Commence	To Commence	To Commence	Pakistan is working on the aspect of decarbonization at airports to safeguard environmental issues. 03 of major airports owned by Pakistan Airports Authority are EMS certified. Pakistan is also working for development of guidance material on this aspect for implementation at all airports. The use of ACI “Net Zero Roadmap Decarbonize your Airport” will be considered for inclusion of the aspects in relevant guidance material.
Palau	To Commence	To Commence	To Commence	Palau will work on this plan
Papua New Guinea	In Progress	Completed	Not Applicable	1. 59/32: PNG will consider participating in the ACI “Net Zero Roadmap Decarbonise Your Airport” programme. 2. 59/33: PNG notes and supports this Action Item. 3. 59/34: PNG notes and supports this Action Item.
Philippines	In Progress	In Progress	In Progress	Action 59/32: The Philippines is currently in the process of updating its Environment State Action plan, in this process, airports' emissions are being evaluated and subject to Monitoring, reporting and potential verification of emissions.

State/Administration	Action Item 59/32	Action Item 59/33	Action Item 59/34	Remarks or supplementary information for Action Item 59/32, 59/33, and 59/34
				<p>The Philippines supports the ACI's net zero roadmap in decarbonizing airport operations. CAA Philippines started the systematic approach of implementing the environment management system (EMS). This approach focuses on the environmental compliance of airports on local and national statutory regulations. Also, the implementation yield improvements it the following aspects: solid waste management, water and energy utilization and fiscal savings of the airport.</p> <p>Action 59/33: The CAA Philippines, is implementing the ISO-14001-2015 wherein airports are encourage to adopt a systematic approach on solid waste management, energy and water management. Iloilo International Airport has been certified under the scheme, while other airports are currently adopting and preparing for the certification.</p> <p>Action 59/34: The Philippines is working closely with the research and development institutions (e.g. Department of Science and Technology, Department of Energy, among others) in the development and facilitating the conversation in terms of LCAF, and other potential cleaner sources of energy for aviation. It is highly noted as well the CAA Philippines initiative to develop a Civil Aviation Masterplan in collaboration with the European Aviation Safety Agency and highlighting in the masterplan is the engagement of the ministries relative to r&d, environmental protection as well as aviation centric plans, issues, challenges and opportunities. It is highly requested that ICAO to facilitate a series of engagement / dialogues with member States in sharing data, best practices and adopting a regional approach on challenges and how to address these.</p>
Republic of Korea	Not Applicable	Completed	Completed	ROK shared its experience and proposed sharing and enhancement of awareness in airport environmental protection at the 59th Conference. Also to support the LTAG 2050, ROK participated in the relevant event by APAC RO and has been working together with other States and stakeholders, including industries.
Samoa	To Commence	To Commence	To Commence	Lack resources
Singapore	Not Applicable	Not Applicable	Not Applicable	Nil
Sri Lanka	To Commence	In Progress	In Progress	CAASL has developed the National Sustainable Aviation Environmental Policy in collaboration with all the stakeholders. This includes Water Management Programmes . Waiting for the cabinet of minister's approval. Participated ICAO SAF development workshop held from 30th June -4th July 2025 in Karachi , Pakistan. Expect to participate ICAO and other events as and when organized.
Thailand	To Commence	Not Applicable	Not Applicable	59/34 Thailand supports the recommendation and is ready to participate in ICAO/APAC activities to promote SAF, hydrogen, and electric propulsion technologies.
Timor Leste	To Commence	To Commence	To Commence	ready to participate and collaboration with other stakeholders
Vanuatu	To Commence	To Commence	To Commence	Vanuatu agrees to have workshops on this being brought to the Pacific Region.
Viet Nam	To Commence	To Commence	To Commence	59/32. Viet Nam has issued a roadmap for gradually replacing electric and clean fuel vehicles at airports. Viet Nam is exploring ACI's "Net Zero Roadmap Decarbonizing Your Airport" program to propose participation. 59/33. Viet Nam agrees with this content. 59/34. Viet Nam agrees with this content.

AGENDA ITEM 8 : Technical and Regional Cooperation

- Action Item 59/35**

Action Item 59/36
- Noting the activities and achievements of APAC Flight Procedure Programme, the Conference encouraged States/Administrations to join the FPP as Active/User States.

To address extra-budgetary priorities in ICAO's triennial work programme, the Conference encouraged States/Administrations and international organizations to offer seconded experts to the ICAO Asia/Pacific offices (Bangkok, Beijing and Nadi).

Responses on Action Item 59/35 & 59/36

State/Administration	Action Item 59/35	Action Item 59/36	Remarks or supplementary information for Action Item 59/35, and 59/36
Afghanistan	In Progress	Not Applicable	No comments
Australia	Completed	Not Applicable	Australia is a strong supporter of the APAC Flight Procedure Programme (FPP) and has recommitted funding to support the FPP. Australia also participates in the FPP Steering Committee and provides technical support for training.
Bangladesh	Completed	To Commence	59/35 Bangladesh is actively participating in the FPP as an active user. Bangladesh greatly recognizes the training courses offered by the FPP and would continue to do so. 59/36

State/Administration	Action Item 59/35	Action Item 59/36	Remarks or supplementary information for Action Item 59/35, and 59/36
			Noted
Bhutan	To Commence	Not Applicable	n/a
Brunei Darussalam	In Progress	Not Applicable	NIL
Cambodia	Completed	In Progress	NIL
China	In Progress	In Progress	As the host State of Flight Procedure Programme, China has seconded 5 experts, including 2 instructors to the programme. China continues to collaborate with the APAC RO and States within the region to promote programme implementation. Since the 59th DGCA, States parties to the programme reached 21 with the accession of 2 user Staters. Continually offer seconded experts to the ICAO Asia/Pacific offices in Bangkok and Beijing.
Hong Kong, China	In Progress	In Progress	(59/35) Hong Kong, China has joined the FPP as Active Participating Administration since 2009. (59/36) Hong Kong, China has seconded subject matter experts to ICAO APAC Regional Office in Bangkok.
Macao, China	Completed	Not Applicable	Item 59/35: Macao, China has joined the APAC Flight Procedure Programme as active participating member since the establishment of the FPP. Item 59/36: Noted.
Cook Islands	To Commence	To Commence	Noted and will review action item
Fiji	In Progress	To Commence	59/35: Fiji acknowledges the valuable role of the APAC Flight Procedure Programme (FPP) in building flight procedure design capacity across the region. As a current User State, Fiji continues to benefit from the Programme’s technical support, training, and knowledge-sharing initiatives. Update: Fiji remains committed to active participation in the APAC FPP and will continue to explore opportunities to deepen engagement in line with national performance-based navigation (PBN) implementation and regional air navigation goals. 59/36: Fiji supports the ICAO Asia/Pacific Office’s efforts to strengthen regional capacity through the secondment of experts and recognizes the importance of contributing to ICAO’s extra-budgetary work programme. Update: While Fiji currently faces constraints due to limited personnel resources, we remain open to exploring secondment opportunities in the future and continue to support regional capacity-building through active participation in ICAO initiatives and meetings.
India	Not Applicable	Not Applicable	Noted
Indonesia	Completed	Completed	59/35: Indonesia already joined FPP as a User State in 2024 to strengthen the capabilities in procedure design, training, and compliances to the ICAO’s global aviation safety and efficiency goals. 59/36: Since 2021, Indonesia has been collaborating with ICAO to second Indonesian human resources to the ICAO Regional Office in Bangkok.
Japan	In Progress	In Progress	59/35: Japan agrees on the effectiveness of advancing this program and will continue to consider participation. 59/36: Japan will continue its efforts to dispatch aviation experts and make personnel contributions to ICAO.
Kiribati	To Commence	To Commence	support and noted. needs assistance
Lao PDR	In Progress	To Commence	Lao PDR is currently as User State for FPP
Malaysia	In Progress	In Progress	To note
Maldives	Completed	To Commence	Maldives is already a user state of APAC Flight Procedure Programme and had been training procedure designers through this programe.
Mongolia	To Commence	In Progress	Action Item 59/36: Within the framework of the third action item of the “Action Plan for the Implementation of the Declaration Adopted at the Second Asia and Pacific Ministerial Conference on Civil Aviation (Delhi Declaration),” attached to Order No. A/26 of the Minister of Road and Transport dated 4 February 2025, Mongolia plans to assign a civil aviation officer to the ICAO Asia/Pacific Regional Office in 2027.
Nauru	To Commence	Not Applicable	Nauru has not yet joined the APAC FPP as an Active/User State. Further internal discussions and budget assessments are needed before engagement can be considered. Due to limited human resources and financial constraints, Nauru is not currently in a position to second personnel to ICAO Asia/Pacific regional offices.
Nepal	In Progress	In Progress	Noted
New Zealand	Completed	To Commence	As above
Pakistan	To Commence	To Commence	59/35: APAC Flight Procedure Program was launched in 2010 and Pakistan is a user state since its inception. However, becoming member as an active state requires annual contribution for funding APAC FPP on yearly basis which requires foreign exchange contribution which may not be appropriate under current circumstances.

State/Administration	Action Item 59/35	Action Item 59/36	Remarks or supplementary information for Action Item 59/35, and 59/36
Palau	To Commence	To Commence	Palau must and will participate in this policy for safety of its aviation industry
Papua New Guinea	Completed	In Progress	1. 59/35: PNG notes and supports the activities and achievements of APAC Flight Procedure Programme and will update our FPP subscription. 2. 59/36: PNG notes this Action Item and wherever possible, will provide necessary support.
Philippines	Completed	To Commence	Action on item 59/35 The Philippines is one of the members of the APAC FPP as an Acting Participating State since 2011. Action on item 59/36 The Philippines may send short-term experts to the FPP. However, the Philippines shall consider the relative cost of sending its experts/personnel on a seconded status.
Republic of Korea	Completed	Not Applicable	ROK has been participating in activities of APAC Flight Procedure Programme as a key Active State, and will continue its efforts to maximize the effectiveness of its capacity-building activities.
Samoa	To Commence	To Commence	Financial and human resources a challenge
Singapore	Completed	Completed	Nil.
Sri Lanka	In Progress	In Progress	1. Sri Lanka was an active member of APAC FPP till 2019. In 2020 switched to a user status due to financial constraints imposed by COVID. Further, wish to continue to remain as a user state until fresh review is made in the context. 2. Presently, the State is facing challenges of dearth of experts in some specialized areas of interest . However, CAASL may consider seconding experts in future.
Thailand	Completed	Completed	59/35 Thailand, as an active user State, remains committed to supporting the APAC Flight Procedure Programme initiative in the future. 59/36 Thailand nominated our experts for secondment to the position of Aerodromes and Grounds Aids (AGA) to the ICAO APAC Office in Bangkok.
Timor Leste	To Commence	To Commence	no idea
Vanuatu	In Progress	To Commence	Vanuatu supports the above items to be progressed forward. We are currently working on our PBN to complete this by 2026. Seconded experts are definitely needed in the Pacific Region and budget funds needed in Nadi office to help facilitate this.
Viet Nam	Completed	Not Applicable	59/35. Viet Nam have been an active member of the FPP throughout the past years. Each year, Viet Nam have sent personnel to participate in various training courses such as the Initial Flight Procedure course, PBN course, and other programs under the FPP framework. In July 2025, we responded to the ICAO Regional Office's survey on the FPP and expressed our intention to continue participating in the upcoming phases of the project in order to further enhance our capabilities in flight procedure design, meet operational requirements, and ensure flight safety. 59/36. Noted.

Action Item 59/37

Noting the role of Regional Training Cooperation Framework (RTCF) in the development of technical human resources, the Conference invited States/Administrations to:

1. join RTCF;
2. encourage their respective civil aviation training/academic organizations and industry to participate in the ICAO Asia/Pacific Regional Aviation Training Symposium in Singapore in July 2025; and
3. nominate prospective instructors, especially female candidates for the Train-the-Trainer Programme.

Responses on Action Item 59/37

State/Administration	Action 1	Action 2	Action 3	Remarks or supplementary information for Action Item 59/37
Afghanistan	In Progress	Not Applicable	Not Applicable	No comments
Australia	Not Applicable	Completed	Not Applicable	The RTCF is a major achievement of the Regional Cooperation Mechanism Task Force and Australia strongly welcomes the outputs of the RTCF.
Bangladesh	Completed	To Commence	To Commence	<ul style="list-style-type: none">• Action 1: Bangladesh has already joined the RTCF and supports it as an active member.• Action 2: Bangladesh appreciates the conduct of the ICAO Asia/Pacific Regional Aviation Training Symposium in Singapore in July 2025 and would endeavour to join the symposium.• Action 3: Noted

State/Administration	Action 1	Action 2	Action 3	Remarks or supplementary information for Action Item 59/37
Bhutan	To Commence	In Progress	To Commence	n/a
Brunei Darussalam	To Commence	Not Applicable	To Commence	NIL
Cambodia	Completed	Completed	In Progress	NIL
China	Completed	Completed	In Progress	CAAC has recommended two experts to join RTCF. Encourage and support civil aviation universities of China to participate in the ICAO Asia/Pacific Regional Aviation Training Symposium.
Hong Kong, China	Completed	Completed	In Progress	Hong Kong, China will consider Action 3 subject to availability of resources.
Macao, China	To Commence	In Progress	To Commence	Macao, China will participate in the forthcoming ICAO Asia/Pacific Regional Aviation Training Symposium in Singapore in July 2025.
Cook Islands	To Commence	Completed	To Commence	Noted and will advise on action items 1 and 3
Fiji	In Progress	In Progress	In Progress	Fiji is a member of the ICAO Regional Training Centre of Excellence (RTCF) framework and fully supports the upcoming ICAO Asia/Pacific Regional Aviation Training Symposium in Singapore in July 2025 as a platform to strengthen aviation training collaboration. Update: Fiji has registered for attendance at the Aviation Training Symposium in Singapore and has nominated candidates for the ICAO GSI-AIR and GSI-PEL Train-the-Trainer programme, reinforcing our commitment to capacity-building.
India	Not Applicable	Not Applicable	Not Applicable	Noted
Indonesia	Completed	In Progress	Completed	1. Indonesia has joined RTCF 2. On progress for the travel approval 3. Indonesia has updated the candidates for the Train-the-Trainer Programme.
Japan	In Progress	In Progress	To Commence	1. Japan is participating in the RTCF WG through the Ministry and Aeronautical Safety College (ASC), a TRAINAIR PLUS member, engaging in discussions and information gathering related to training needs analysis and the development of a compendium. 2. Japan plans to actively participate in the upcoming symposiums with representatives from both the Ministry and ASC. 3. While recognizing the importance of training of instructors, Japan is considering this matter including the training framework itself.
Kiribati	Completed	Completed	Not Applicable	noted and support
Lao PDR	To Commence	To Commence	To Commence	Nil
Malaysia	Completed	In Progress	To Commence	CAAM has submitted and actively participate in the RTCF
Maldives	To Commence	To Commence	To Commence	Noted
Mongolia	To Commence	To Commence	Completed	Action 3: In July 2025, two representatives from the Civil Aviation Training Centre are scheduled to participate as presenters at the ICAO Asia/Pacific Regional Aviation Training Symposium to be held in Singapore.
Nauru	To Commence	To Commence	To Commence	Nauru is supportive of the RTCF concept and intends to explore participation subject to capacity building support. Interest exists in sending candidates, including female trainers, to regional symposiums and future Train-the-Trainer initiatives.
Nepal	In Progress	In Progress	Completed	Completed
New Zealand	Not Applicable	Not Applicable	Not Applicable	N/A
Pakistan	Completed	To Commence	To Commence	PCAA has nominated officers as member of RTCF and is participating in the ICAO Asia/Pacific Regional Aviation Training Symposium in Singapore in July 2025 with representatives from PAA and Civil Aviation Training Institute.
Palau	To Commence	To Commence	To Commence	Palau and PNAA will cooperate on this endeavor as it need to have training capabilities
Papua New Guinea	In Progress	In Progress	In Progress	Actions 1 to 3; PNG has accepted the invitation to join and will make necessary coordination for items 2 & 3.
Philippines	Completed	Completed	To Commence	There are 4 CAAP representatives actively involved in the RTCF – 2 from the CATC, 1 from the ICACS and 1 from HRMD. Successful female instructors who will graduate from the GSI courses the CATC will host can be developed and nominated to the RTCF TTP to ensure the availability of instructors and SMEs in the region. In the meantime, 2 male instructors who have undergone the GSI-PEL course will be sent to attend the TIC in Singapore this June 2025 to equip them further in their trainer roles. The Philippines through the CAAP submitted to ICAO the Authority's official representative to RTCF and will participate in the Asia/Pacific Regional Aviation Training Symposium in Singapore this July 2025.
Republic of Korea	Completed	Completed	Completed	As a major player of the RTCF WG, ROK participated in the ICAO APAC Regional Training Symposium in Singapore in July 2025.

State/Administration	Action 1	Action 2	Action 3	Remarks or supplementary information for Action Item 59/37
Samoa	To Commence	Completed	To Commence	Progressing and will provide further updates as soon as the State completes its General elections in August 2025 as decisions need to be made
Singapore	Completed	Completed	In Progress	18 States / Administrations are currently represented in the RTCF Working Group, with Singapore as chair. The key initiatives of the RTCF include the organisation of an annual ICAO APAC Regional Training Symposium (RTS) and a regional Train-the-Trainer Programme (TTP). The inaugural RTS was hosted by Singapore from 16 to 17 July 2025 and saw over [for insertion later] participants. On the TTP, States / Administrations have nominated instructors, including female candidates. As of June 2025, the regional TTP has developed 3 ICAO-qualified instructors.
Sri Lanka	Completed	Completed	In Progress	Civil Aviation authority of Sri Lanka as the regulator and the Airport and Aviation Sri Lanka Limited the statutory Air navigation service provider and the aerodrome operator, have joined the RTCF by sending nominations and attending online meetings conducted. Sri Lanka Airport and Aviation Academy (SLAA) "TRAINAIR PLUS" Accredited Institution of AASL is participating in the ICAO Asia/Pacific Regional Aviation Training Symposium in Singapore in July 2025. Sri Lanka has nominated prospective candidates from Sri Lanka to undergo Train the Trainer program in PEL, OPS and AIR.
Thailand	Completed	Completed	Completed	1. Thailand by CAAT and CATC nominated our representatives to join RTCF. (Mrs. Jitsupa Uthaiviankul and Ms. Phee Sunantarod). 2. Thailand distributed the invitation letter to relevant agencies/organizations and sent our representatives to participate in the ICAO/Pacific Regional Aviation Training Symposium with CAAT sending 5 delegates and CATC thailand sending six delegates. CAC Thailand is also participating as a booth exhibitor. Additionally, two CATC students will join the Asia-Pacific Youth for Aviation (YFA) Programme, which will be held in conjunction with the ICAO Asia-Pacific Regional Aviation Training Symposium. 3. Thailand nominated Ms. Iratrachar Amornpipat as our candidate for prospective ICAO Instructor. She completed Training Instructor Course (TIC) in Republic of Korea in May 2024 and OJT instructor in Bangladesh in August 2024.
Timor Leste	To Commence	To Commence	To Commence	ready to participate
Vanuatu	To Commence	To Commence	To Commence	Vanuatu supports this initiative to develop our technical human resources.
Viet Nam	To Commence	To Commence	Completed	Viet Nam has nominated 2 candidates, who work in Flight Safety Standard Department, for the Train-the-Trainer Programme.

Action Item 59/38

To continue the support for PSIDS-focused ICAO activities and ICAO PSIDS Liaison Office operations, the Conference encouraged States/Administrations to:

1. continue to provide financial support;
2. provide suitably qualified experts; and
3. provide on-the-job training opportunities for PSIDS personnel following completion of ICAO training courses.

Responses on Action Item 59/38

State/Administration	Action 1	Action 2	Action 3	Remarks or supplementary information for Action Item 59/38
Afghanistan	Not Applicable	Not Applicable	Not Applicable	no comments
Australia	Completed	Completed	Not Applicable	In 2024 Australia contributed \$1 million for ICAO's Pacific Small Island Developing States Liaison Office, hosted by the Government of Fiji, to help secure the Office's future and improve ICAO's engagement with Pacific island countries. Australia is strongly supportive of ICAO's efforts to respond to the strategic aviation priorities faced by Pacific islands countries and its assistance to support the implementation of measures aimed at achieving ICAO's strategic objectives.
Bangladesh	Not Applicable	To Commence	To Commence	Action 1, 2 & 3: Noted.
Bhutan	Not Applicable	Not Applicable	Not Applicable	n/a
Brunei Darussalam	Not Applicable	Not Applicable	Not Applicable	NIL
Cambodia	Not Applicable	Not Applicable	Not Applicable	NIL
China	In Progress	In Progress	In Progress	Actions will be taken according to future needs and relevant conditions.
Hong Kong, China	Not Applicable	Not Applicable	Not Applicable	Nil

State/Administration	Action 1	Action 2	Action 3	Remarks or supplementary information for Action Item 59/38
Macao, China	Not Applicable	Not Applicable	Not Applicable	Noted.
Cook Islands	To Commence	To Commence	To Commence	Noted
Fiji	In Progress	In Progress	In Progress	Fiji reaffirms its strong support for ICAO's PSIDS-focused activities and the operations of the ICAO PSIDS Liaison Office, hosted by Fiji in Nadi. We recognize its vital role in strengthening the participation and capacity of Small Island Developing States in international civil aviation. Update: Fiji has actively supported the Office's establishment and operations, and remains committed to providing support and exploring opportunities for on-the-job training placements for PSIDS personnel.
India	Not Applicable	Not Applicable	Not Applicable	Noted
Indonesia	In Progress	In Progress	In Progress	Issued a formal Pledge Letter reaffirming Indonesia's commitment to the ICAO Pacific Small Island Developing States (PSIDS) Programme, in line with ICAO's request for Partner States/Administrations to provide "financial support, suitably qualified experts, and on-the-job training opportunities" to PSIDS personnel upon course completion. Demonstrated sustained commitment by participating in the PSIDS fellowship initiative, strategically designed as a prelude to developing ICAO Qualified Instructors from PSIDS Member States. Enabled On-the-Job Training (OJT) sessions as part of this scheme, supporting ICAO instructor qualification to emphasis on capacity-building and OJT opportunities for PSIDS personnel. Indonesia has obtained ICAO Instructor Qualified Instructors (IQIs) for key courses (TIC, TMC, and GSI AIR), with another two more under qualification through the M-ITP Course Development (TPMATO). Maintain capability to support the PSIDS Programme by strengthening aviation training and developing safety inspector competencies within PSIDS Civil Aviation Authorities and Approved Training Organizations.
Japan	In Progress	In Progress	Not Applicable	Japan has been actively engaged in discussions on capacity development with CDI, and in April 2024, announced its support for sustainable capacity development for PSIDs, primarily in the field of Air Traffic Management (ATM). In December 2024, a human resource development program targeting air navigation service providers and civil aviation authorities of PSIDs was conducted in Japan. We will continue discussions to explore further support opportunities going forward.
Kiribati	Not Applicable	Not Applicable	Not Applicable	support the actions and needs assistance from other States
Lao PDR	Not Applicable	Not Applicable	Not Applicable	Nil
Malaysia	To Commence	To Commence	Completed	CAAM provide on-the-job training opportunities for PSIDS personnel following completion of ICAO training courses.
Maldives	To Commence	To Commence	To Commence	Noted
Mongolia	To Commence	To Commence	To Commence	Plannings for these actions are underway.
Nauru	To Commence	To Commence	In Progress	Nauru is committed to supporting regional initiatives. However, financial and personnel limitations have delayed full engagement. Current efforts are underway to identify training opportunities for PSIDS personnel in collaboration with ICAO.
Nepal	In Progress	In Progress	In Progress	In progress
New Zealand	In Progress	In Progress	Not Applicable	We support PASO with technical staff when required.
Pakistan	To Commence	To Commence	To Commence	Noted
Palau	To Commence	To Commence	To Commence	PNAA would like to participate in this plan.
Papua New Guinea	In Progress	In Progress	In Progress	Actions 1 to 3: PNG notes this Action Item and wherever possible, will provide necessary support towards to ICAO PSIDS Liaison Office operations.
Philippines	To Commence	To Commence	To Commence	The Philippines recognizes the call of ICAO to support the PSIDS-focused ICAO activities and ICAO PSIDS Liaison Office operation.
Republic of Korea	In Progress	Not Applicable	Not Applicable	ROK continues to provide training opportunities for PSIDS under the ROK-ICAO fellowship programme.
Samoa	In Progress	In Progress	In Progress	In progress and we appreciate getting more information on how we can join
Singapore	Completed	Completed	In Progress	Singapore supports ICAO's efforts to enhance its assistance to the Pacific. Singapore was the first State to support the ICAO in appointing the first PSIDS Liaison Officer. In 2024, Singapore provided an instructor to deliver an in-region Government Safety Inspector (GSI) Airworthiness – Air Operator and Approved Maintenance Organization Certification (GSI-AIR) course in Fiji. We will continue to work with PSIDS and ICAO Liaison Officer to support aviation development in the Pacific region.
Sri Lanka	Not Applicable	To Commence	To Commence	Sri Lanka may consider provide suitably qualified experts and OJT upon request on availability basis.

State/Administration	Action 1	Action 2	Action 3	Remarks or supplementary information for Action Item 59/38
Thailand	To Commence	To Commence	To Commence	Thailand has taken note of the support needed for PSIDS and, within our capabilities, stands ready to offer assistance to PSIDS-focused ICAO activities and the ICAO PSIDS Liaison Office operations upon request.
Timor Leste	To Commence	To Commence	To Commence	ready to support
Vanuatu	To Commence	To Commence	In Progress	Vanuatu needs this support to build capacity and strengthen the limited human resources we have.
Viet Nam	Not Applicable	Not Applicable	Not Applicable	Noted.

Action Item 59/39

- Noting the need to develop and deploy implementation support and capacity development activities that can address challenges faced by the PSIDS, the Conference urged:
1. ICAO and States/Administrations to collaborate in the development of a sub-regional strategic plan of actions to guide ICAO-coordinated, PSIDS-focused activities and the continuous development and update of the PSIDS Liaison Office work programme; and
 2. PSIDS, partner States/Administrations and organizations, to participate in annual meetings to strengthen cooperation, exchange of information and experiences, and align efforts to advance the aviation sector in the Pacific region.

Responses on Action Item 59/39

State/Administration	Action 1	Action 2	Remarks or supplementary information for Action Item 59/39
Afghanistan	Not Applicable	Not Applicable	no comments
Australia	To Commence	To Commence	Australia welcomes ICAO's stated strategic planning approach for implementation support for the PSIDS and the development of Country Strategic Plans of Action (COSPAs) to guide and align aviation efforts with broader national and regional goals. We encourage COSPAs to be closely aligned with, and take into account, the direction agreed among the PSIDS as provided through the 2050 Strategy for the Blue Pacific Continent, the Suva Declaration, the Port Moresby Declaration, and the Pacific Regional Aviation Strategy 2022- 2032, among other relevant documents. In the development of these plans, we would also strongly encourage ICAO to ensure that the resources available from the Pacific Aviation Safety Office are taken into account so that PSIDS, ICAO, PASO and donor States can work together through a strategic approach to identify and address the specific needs of each State. ICAO should also work to identify and engage through partner States and international organisations to ensure assistance is provided in a coordinated way.
Bangladesh	To Commence	To Commence	Noted
Bhutan	Not Applicable	To Commence	n/a
Brunei Darussalam	To Commence	In Progress	NIL
Cambodia	Not Applicable	Not Applicable	NIL
China	In Progress	In Progress	China has actively responded to the ICAO initiatives and has continuously provided donations to multiple projects for several years. In particular, through the Global Development and South-South Cooperation Fund, China has supported PSIDS countries in strengthening capacity building in various civil aviation fields, including airports, aviation security, and safety. The total amount of projects currently applied for is approximately 5.16 million US dollars.
Hong Kong, China	In Progress	Not Applicable	Nil
Macao, China	Not Applicable	Not Applicable	Noted.
Cook Islands	To Commence	To Commence	Request assistance with this action item
Fiji	In Progress	In Progress	Fiji strongly supports the development of a sub-regional strategic plan to guide ICAO-coordinated, PSIDS-focused activities and enhance the effectiveness of the ICAO PSIDS Liaison Office work programme. We also fully support regional cooperation and information-sharing among PSIDS and partner States. Update: Fiji has actively participated in PSIDS coordination meetings and is committed to contributing to the development of a strategic action plan that aligns with national and regional aviation priorities in the Pacific.
India	Not Applicable	Not Applicable	Noted
Indonesia	To Commence	In Progress	Indonesia supports
Japan	To Commence	In Progress	Japan recognizes the importance of supporting PSIDS and will cooperate in the development of sub-regional strategic action plans. Japan also intends to actively participate in future regional annual meetings.
Kiribati	To Commence	To Commence	noted and support the actions
Lao PDR	Not Applicable	Not Applicable	Nil

State/Administration	Action 1	Action 2	Remarks or supplementary information for Action Item 59/39
Malaysia	In Progress	In Progress	To note and in progress
Maldives	To Commence	To Commence	Noted
Mongolia	To Commence	To Commence	Plannings for these actions are underway.
Nauru	In Progress	In Progress	Nauru has actively participated in PSIDS coordination meetings and is engaged in discussions to develop a regional strategic action plan. Continued collaboration is expected to enhance regional aviation progress.
Nepal	In Progress	In Progress	In progress
New Zealand	To Commence	Completed	As above
Pakistan	To Commence	To Commence	Noted
Palau	To Commence	To Commence	Palau and PNAA will cooperate.
Papua New Guinea	Completed	Completed	PNG notes the need to develop and deploy implementation support and capacity development activities that can address challenges faced by the PSIDS. 1. PNG collaborates in the development of a sub-regional strategic plan of actions to guide ICAO-coordinated, PSIDS-focused activities and the continuous development and update of the PSIDS Liaison Office work programme through its membership in the Pacific Aviation Safety Office; and. 2. PNG participates in the Pacific Aviation Safety Office annual meetings to strengthen cooperation, exchange of information and experiences, and align efforts to advance the aviation sector in the Pacific region
Philippines	To Commence	In Progress	Action 59/39: The Philippines acknowledges the need to develop and deploy implementation support and capacity development activities that can address challenges faced by the PSIDS.
Republic of Korea	In Progress	In Progress	To support for PSIDS-focused activities, ROK plans and conducts a technical training course only for the PSIDS aviation personnel through ROK-ICAO Fellowship Programme. In addition, we run a Master’s degree programme offering priority on PSIDS community when selecting a total of 25 Scholarships over other region’s member States.
Samoa	In Progress	In Progress	We will participate depending on when and availability of funding
Singapore	Not Applicable	Completed	Nil.
Sri Lanka	To Commence	Not Applicable	Sri Lanka may consider provide suitably qualified experts and OJT upon request on availability basis.
Thailand	To Commence	To Commence	1. Thailand supports the development of a sub-regional strategic plan to guide PSIDS-focused ICAO activities and the ongoing work of the PSIDS Liaison Office and stands ready to collaborate with ICAO, PSIDS, and partner States as appropriate. 2. Thailand also welcomes the opportunity to participate in annual meetings to strengthen cooperation, share experiences, and support the advancement of aviation in the Pacific region.
Timor Leste	To Commence	To Commence	ready to collaborate
Vanuatu	In Progress	In Progress	Vanuatu fully supports this initiative
Viet Nam	Not Applicable	Not Applicable	Noted.

Action Item 59/40 Noting the role of the private sector in developing civil aviation and air transport industries, the Conference encouraged the formation of PPPs to collaborate and align public and private objectives to continue supporting State fulfilment of international obligations.

Responses on Action Item 59/40

State/Administration	Action Item 59/40	Remarks or supplementary information for Action Item 59/40
Afghanistan	To Commence	no comments
Australia	Not Applicable	Noted.
Bangladesh	To Commence	Noted
Bhutan	To Commence	n/a
Brunei Darussalam	To Commence	NIL
Cambodia	In Progress	NIL
China	In Progress	The Chinese government unwaveringly encourages, supports, and guides the development of the non-public sector of the economy, promoting the complementary advantages and common development of economies under various ownership systems. It has created a world-class business environment that is market-oriented, rule-of-law-based, and

State/Administration	Action Item 59/40	Remarks or supplementary information for Action Item 59/40
		internationalized, to facilitate the entry of private capital into the aviation industry.
Hong Kong, China	Completed	HKIA utilizes PPPS for its development and operation, with the AAHK. These partnerships involve private sector participation in various aspects including infrastructure development, commercial ventures within the airport area, and the operation of certain facilities.
Macao, China	Completed	The civil aviation infrastructure projects in Macao, such as Macau International Airport expansion and Taipa Ferry Terminal Heliport, are carried out under the public-private partnerships (PPPs).
Cook Islands	To Commence	Noted
Fiji	To Commence	Fiji recognizes the vital role of the private sector in advancing civil aviation and supports, where beneficial, the formation of Public-Private Partnerships (PPPs) to align public and private sector objectives in meeting international aviation obligations. Update: Fiji is open to exploring PPP opportunities in airport infrastructure development and aviation services, with the aim of enhancing operational efficiency, compliance, and sustainable sector growth.
India	Not Applicable	Noted
Indonesia	Completed	Indonesia supports the formation of public-private partnerships (PPPs) as a strategic approach to align public and private objectives, and Indonesia has established National Regulation regarding airport business and management to fulfill international obligations.
Japan	In Progress	In the operation of airports in Japan, businesses suited to management and operation by private entities - such as the operation of passenger terminal buildings - have generally been entrusted to the private sector. Also, for certain international hub airports like Narita International Airport, where a certain level of business viability is expected, integrated airport management and operation under a corporate structure have been adopted to enhance efficiency. In recent years, Japan has institutionalized the airport concession scheme, under which the ownership of airport core facilities remains with the public administrator while selected private entities are granted the right to operate the entire airport for a specified period. Moving forward, Japan aims to achieve efficient airport operations by leveraging private sector capabilities through airport operation approaches tailored to regional circumstances and the specific characteristics of each airport. With the increasing number of airport infrastructure projects overseas utilizing the PPP framework involving both the public and private sectors, Japan is actively pursuing participation in airport operation projects - such as in Bangladesh - through public-private collaboration making use of PPP models.
Kiribati	To Commence	noted and support
Lao PDR	To Commence	Nil
Malaysia	To Commence	To Note
Maldives	In Progress	Noted
Mongolia	To Commence	Planning for this action is underway.
Nauru	To Commence	Nauru acknowledges the importance of engaging the private sector to support the development of civil aviation. While PPP frameworks are yet to be formalized, the State is exploring opportunities to collaborate with development partners and private stakeholders to strengthen infrastructure, improve service delivery, and fulfill international aviation obligations.
Nepal	In Progress	In Progress.
New Zealand	Not Applicable	N/A
Pakistan	To Commence	Noted
Palau	To Commence	This is what we are working with now.
Papua New Guinea	In Progress	PNG has partially implimented PPPs. This Action Item will be further dicussed in the 10th Annual PNG Aviation Safety and Security Conference scheduled from the 27th to 29th August 2025.
Philippines	In Progress	Action 59/40: The Philippines takes note of this action item.
Republic of Korea	Not Applicable	n/a
Samoa	To Commence	Proposals submitted for approval awaiting appointment of new Government so follow ups can be made
Singapore	Completed	Nil
Sri Lanka	In Progress	Sri Lanka notes the contribution of private sector in developing civil aviation and air transport industry and encourages formation of PPP with statutory agencies for collaboration.
Thailand	In Progress	In response to the Conference's call to strengthen public-private partnerships (PPPs), Thailand has adopted a collaborative approach to advance the development of its civil aviation and air transport sectors. CAAT actively engages with private sector stakeholders, including airlines, airport operators, maintenance organizations, and technology providers, to align regulatory frameworks with industry needs and foster innovation. Through structured dialogue, joint initiatives, and formal cooperation mechanisms, Thailand seeks to mobilize investment, enhance infrastructure and service quality, and support the country's continued compliance with international aviation obligations.

State/Administration	Action Item 59/40	Remarks or supplementary information for Action Item 59/40
Timor Leste	To Commence	in the infrastructure such as airport development the Government is use the PPP as the best options for the continue and maintaining a standard and best practices
Vanuatu	Not Applicable	Need more clarification on this.
Viet Nam	Not Applicable	Noted.

Action Item 59/41 [Agenda Item 9: Updates](#)

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.

[Responses on Action Item 59/41](#)

State/Administration	Action 1	Action 2	Action 3	Action 4	Remarks or supplementary information for Action Item 59/41
Afghanistan	Not Applicable	Not Applicable	Not Applicable	Not Applicable	We want to participate to the above-mentioned issues
Australia	Completed	Completed	Completed	Not Applicable	Australia is committed to ensuring States in the region are supported in implementing their international civil aviation commitments, as reiterated in the recent Delhi Declaration. Australia is deepening its aviation capability-building programs in the Asia Pacific to support a safe and sustainable aviation industry in the region. Australia's longstanding bilateral aviation capability-building programs are continuing to support Indonesia and PNG. Australia is enabling secure aviation travel in South East Asia and South Asia through our Transport Security International Capacity Building Program. Australia is also enhancing its longer-term aviation support in the Pacific. Through the Partnerships for Infrastructure program, Australia provides technical and capacity building assistance to support the region's critical infrastructure and transport needs, including in aviation. Through the Australia-Pacific Partnerships for Aviation Program, we are working with Pacific island countries to support a safer, more sustainable and resilient Pacific aviation sector.
Bangladesh	In Progress	In Progress	In Progress	Not Applicable	Bangladesh recognizes the importance of the commitments affirmed during 1st and 2nd APAC Ministerial Declaration held in Beijing and Delhi respectively
Bhutan	In Progress	In Progress	In Progress	To Commence	n/a
Brunei Darussalam	In Progress	In Progress	In Progress	Not Applicable	NIL
Cambodia	In Progress	In Progress	In Progress	In Progress	NIL
China	In Progress	In Progress	In Progress	In Progress	CAAC has fulfilled the commitments of the Beijing Declaration and the Delhi Declaration, with a focus on foundational efforts such as the iterative upgrading of security screening technologies to continuously enhance aviation security oversight effectiveness, shared practice and experience at various group meetings and engaged in pragmatic cooperation in capacity building, implementation support, green development, and the cultivation of the next generation of talent, jointly promoting safety, efficiency, and sustainable development in the APAC region.
Hong Kong, China	Completed	Completed	Completed	Not Applicable	Nil
Macao, China	In Progress	In Progress	In Progress	In Progress	Macao, China fully commits to the Beijing Declaration and Delhi Declaration and has actively participated in the ICAO regional meetings and provided implementation status to the ICAO APAC Office.
Cook Islands	To Commence	To Commence	To Commence	To Commence	Noted
Fiji	In Progress	In Progress	In Progress	Not Applicable	Fiji supports the continued advancement of the Beijing and Delhi Declarations and remains committed to regional collaboration for the implementation of these commitments. We also recognize the importance of transparent reporting and ministerial engagement. Update: Fiji is working to align national aviation strategies with the commitments of both declarations and continues to share implementation progress through APANPIRG and RASG-APAC forums.
India	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Noted
Indonesia	In Progress	In Progress	In Progress	Not Applicable	Indonesia has certified all international aerodromes.
Japan	In Progress	In Progress	In Progress	To Commence	Japan has contributed to achieving the commitments of the Beijing Declaration by promoting initiatives based on the GANP and GASP, as well as by enhancing regional cooperation in the fields of aviation safety and air navigation services. To achieve

State/Administration	Action 1	Action 2	Action 3	Action 4	Remarks or supplementary information for Action Item 59/41
					the commitments of the Delhi Declaration, Japan will continue its efforts while also focusing on human resource development and support for developing countries in anticipation of future growth in aviation demand. Additionally, Japan will actively address emerging challenges such as decarbonization, Advanced Air Mobility (AAM) and Unmanned Aircraft Systems (UAS) to ensure the sustainable development of air transport Japan recognize that our ongoing efforts have been shared through WG, SG, and TF under APANPIRG, RASG-APAC, and RASCF, and continue to cooperate with these efforts. Furthermore, Japan will collaborate with ICAO and other States in preparation for the 3rd Asia-Pacific Ministerial Conference.
Kiribati	In Progress	In Progress	To Commence	Not Applicable	noted and support
Lao PDR	In Progress	In Progress	To Commence	Not Applicable	Nil
Malaysia	In Progress	In Progress	In Progress	To Commence	To note and in progress
Maldives	In Progress	In Progress	In Progress	To Commence	Maldives will prioritize and implement the Beijing Declaration and Delhi declaration commitments, and the implementation status will be shared in the APANPIRG and RASG-APAC forums.
Mongolia	To Commence	To Commence	To Commence	To Commence	Plannings for these actions are underway.
Nauru	To Commence	To Commence	To Commence	Not Applicable	Nauru is aware of the commitments outlined in the Beijing and Delhi Declarations and acknowledges their importance. However, actions related to these commitments are yet to commence due to capacity constraints and the need for further guidance and support. Hosting a Ministerial Conference is not currently feasible given national limitations.
Nepal	In Progress	In Progress	In Progress	To Commence	In Progress
New Zealand	In Progress	In Progress	To Commence	Not Applicable	As above
Pakistan	In Progress	In Progress	In Progress	To Commence	Among the 04 commitment areas identified in Beijing Declaration, ANS directly pertains to DAAR in which following targets have been achieved; (a) Transitioning from Aeronautical Information Service (AIS) to Aeronautical Information Management (AIM) System; (Phase I completed, Phase II in process, Phase III estimated timelines Dec 2026) (b) Performance Based Navigation (PBN) implementation; (TMA 100% Implementation), possible implementation of RNP AR in mountainous regions is being explored. (c) Common ground/ground telecommunication infrastructure to support Air Navigation Services (ANS) applications; (d) Efforts are in hand to establish high level civil military coordination body to ensure enhanced level of civil/military cooperation; (e) Enhanced surveillance capability using Mode S SSR as primary with Automatic Dependent Surveillance-Broadcast (ADS-B) technology for redundancy have been acquired; (f) Air Traffic Flow Management/Collaborative Decision Making (CDM) implementation for high density airports will be considered whenever any airport qualify as high density; and g) National Air Navigation Plan development is being considered and is likely to be completed in 2025. h) Delhi Declaration has a broader spectrum covering 10 areas with air navigation services as one of them. The progress / status on additional areas covered in Delhi Declaration in ANS areas is appended below: i. Improved Airspace Safety and Capacity through the implementation of more efficient Air Traffic Control (ATC) separation minima is under consideration, however, current contingency arrangement of application of 15 minutes in Kabul FIR is a big challenge; ii. implementation of ICAO provisions related to System Wide Information Management (SWIM) are under consideration for which required upgrades are being processed with expected timelines of end 2026; iii. Air Traffic Management (ATM) contingency plan for both Karachi and Lahore FIRs in coordination with neighboring States/Administrations has been developed;
Palau	To Commence	To Commence	To Commence	To Commence	PNAA as much as possible would like to participate
Papua New Guinea	Completed	Completed	In Progress	In Progress	1. PNG supports and continue efforts to collaborate towards the realization of Beijing Declaration commitments (USOAP ICVM 9 - 16 April 2025/USAP CMA Audit 13-22 May 2025). 2. PNG supports and continue efforts to collaborate to achieve the commitments of the Delhi Declaration. 3. PNG to share implementation status of Beijing and Delhi Declaration at APANPIRG, RASG-APAC and RASCF Meetings. 4. PNG notes this item for future consideration.
Philippines	In Progress	In Progress	In Progress	Not Applicable	Action 59/41: The Philippines is committed to ensuring States in the region are supported in achieving the aims of the Delhi Declaration. We are deepening our aviation capability-building programs in the Asia Pacific to support a safe and sustainable aviation industry in the region. The country is strongly supportive of ICAO's efforts to respond to the strategic aviation priorities faced by the Asia Pacific and its assistance to support the implementation of measures aimed at achieving ICAO's strategic objectives, as reflected in the Delhi Declaration The Philippines actively participated in various APANPIRG, RASG-APAC and RASCF Meetings.
Republic of Korea	In Progress	In Progress	In Progress	In Progress	ROK support both Beijing Declaration and Delhi Declaration, and trying to imlement them in its respective domain of aviation.
Samoa	To Commence	In Progress	In Progress	Not Applicable	Following up on decisions once new Government is selected after general election
Singapore	In Progress	In Progress	In Progress	Not Applicable	Nil.
Sri Lanka	In Progress	In Progress	In Progress	Not Applicable	Sri Lanka continues its efforts to fulfill the commitments/ conclusions outlined in the Beijing and Delhi Declarations. Further

State/Administration	Action 1	Action 2	Action 3	Action 4	Remarks or supplementary information for Action Item 59/41
					expect to share the implementation status of such conclusions in various ICAO Fora.
Thailand	In Progress	In Progress	In Progress	To Commence	1. Thailand reaffirms its commitment to the Beijing Declaration and will continue to prioritize efforts to achieve its goals, particularly in enhancing aviation safety. 2. Thailand is also committed to collaborating with all partners to achieve the goals of the Delhi Declaration, with a focus on promoting sustainable aviation development and regional cooperation. 3. Thailand is committed to sharing the implementation status of the Beijing and Delhi Declarations at APANPIRG, RASG-APAC, and RASCF meetings to support transparency, regional collaboration, and progress monitoring. 4. Noted.
Timor Leste	In Progress	In Progress	In Progress	In Progress	including the certification of the international airport. Timor-Leste is committed certified all the remaining international airport which are remaining uncertified airports in the national territory
Vanuatu	To Commence	To Commence	To Commence	Not Applicable	Yet to be fully implemented
Viet Nam	In Progress	Not Applicable	Not Applicable	Not Applicable	Noted.

Action Item 59/42 Noting the progress of work of the Asia Pacific Air Navigation Service Providers (ANSP) Committee (AAC) and the request for an extension, the Conference agreed to a two-year extension of the AAC and encouraged States/Administration to support their ANSPs in contributing towards the work of the AAC.

Responses on Action Item 59/42

State/Administration	Action Item 59/42	Remarks or supplementary information for Action Item 59/42
Afghanistan	In Progress	no comments
Australia	Not Applicable	Noted.
Bangladesh	To Commence	Bangladesh supports the two-year extension of the ANSP Committee (AAC) and likewise support the ANSP within the State in contributing to the work of the AAC.
Bhutan	Not Applicable	n/a
Brunei Darussalam	To Commence	NIL
Cambodia	Completed	Ready to contribute
China	In Progress	ATMB of CAAC supports all tasks of the AAC and has participated in the work of all four AAC working streams.
Hong Kong, China	In Progress	Hong Kong, China supports the extension. Hong Kong, China has joined the AAC Work Stream 1, 2 and 3 and will continue to contribute in the AAC.
Macao, China	In Progress	ANSP of Macao, China has joined the AAC since 2023. Macao, China will continuously support the ANSP to participate in the work of AAC.
Cook Islands	To Commence	Will review this action item and advise
Fiji	In Progress	Fiji welcomes the two-year extension of the Asia Pacific ANSP Committee (AAC) and recognizes the Committee’s valuable contribution to regional air navigation service harmonization and performance enhancement. Update: Fiji is encouraging the participation of its ANSP (Fiji Airports) in AAC activities and remains committed to contributing to collaborative efforts that advance air traffic management in the Asia/Pacific region.
India	Not Applicable	DGCA encourages ANSP AAI to participate in ICAO meetings & committees and contribute towards their work.
Indonesia	In Progress	In addition, Indonesia also actively participated in The Asia and Pacific ANSP Committee (AAC) through ANSP Indonesia (AirNav Indonesia). In the AAC/4 meeting, Indonesia participated in discussing working arrangements DP/4/3 Action Item DP/4/4 59/15 DP/4/9 DP/4/10 DP/4/11 DP/4/13 3 streams (WS) to cooperate and interact and make a joint agreement in one frame seamless APAC seamless ANS plan.
Japan	In Progress	Japan is contributing to the activities under WS3 and WS4 of the AAC.
Kiribati	To Commence	noted and support
Lao PDR	To Commence	Nil
Malaysia	In Progress	To note and in progress
Maldives	In Progress	Maldives will support the ANSPs in contributing towards the work of the AAC.
Mongolia	To Commence	Planning for this action is underway.
Nauru	In Progress	Nauru supports the work of the Asia Pacific Air Navigation Service Providers (ANSP) Committee (AAC) and acknowledges the need for regional collaboration. While direct ANSP resources are limited, Nauru is engaging with regional partners to contribute to AAC's extended efforts.
Nepal	In Progress	Noted
New Zealand	In Progress	In progress

State/Administration	Action Item 59/42	Remarks or supplementary information for Action Item 59/42
Pakistan	In Progress	ANSP has been pursued for effective participation in AAC.
Palau	To Commence	PNAA will cooperate
Papua New Guinea	Completed	PNG noted the agreement of the Conference and supports our ANSP (NiuSky Pacific Limited) in contributing towards the work of the AAC
Philippines	In Progress	Action 59/42: The Philippines through the CAAP has been actively supporting the AAC Meetings and all its initiatives. The Assistant Director General II, ATS is actually one of the leads of WS4 together with the French Polynesian. The CAAP is likewise committed to collaborate with other ANSPs on the APAC TBO Pathfinder Project.
Republic of Korea	In Progress	The Republic of Korea will support Air Navigation Service Providers (ANSPs) in participating in the future AAC.
Samoa	To Commence	We need further information on this please
Singapore	In Progress	CAAS is participating in AAC via Work Streams 1 to 4, and is one of the co-leads of Work Steam 2.
Sri Lanka	In Progress	AASL the Air Navigation Service Provider in Sri Lanka has participated AAC Meeting to contribute to the dialogue.
Thailand	Completed	Thailand by AEROTHAI is a member of the AAC and has been contributing to most of the workstreams under the AAC, co-leading Workstream 1 (Investment) and Workstream 2 (Implementation). Under Workstream 1, for example, significant contribution has been on exploring new technology in facilitating regional ANS modernization, creating collaborative platforms in new technology for cross-border trials and sharing experiences and best practices in ANS systems planning, procurement, implementation, maintenance and whole-life management
Timor Leste	To Commence	ready to contribute
Vanuatu	To Commence	Yet to achieve
Viet Nam	To Commence	Viet Nam fully supports two-year extension.

Action Item 59/43

- The Conference:
1. thanked the RCM Task Force for the completion of the study;
 2. agreed that the region should strengthen existing mechanisms and develop new mechanisms to address the needs and priorities of the region, and noted that the DGCA Conference has been an important gathering of the DGCA's in the region;
 3. endorsed the recommendations of the report:
 - a) The APCAC could be feasible over the long term;
 - b) The region is encouraged to strengthen the Asia Pacific Ministerial Conference on Civil Aviation and support for the ICAO Asia and Pacific Regional Office by providing resources, expertise, and contributions;
 - c) The region should strengthen the DGCA Conference through initiatives such as:
 - i. setting up a small team comprising representatives from States/Administrations to support the running of the DGCA Conference;
 - ii. establishing a formal Terms of Reference covering the purpose, representation and scope, and
 - iii. improving two-way communication between the DGCA Conference and the Montreal Group.
 - d) The region should pursue the Regional Training Cooperation Framework and its initiatives;
 - e) The region could establish a dedicated forum, to be held as a side meeting during the DGCA Conference for States/Administrations to discuss and agree on regional aviation issues of common interest;
 4. tasked the RCM Task Force to follow up on the recommendations, taking into consideration the comments of the Conference regarding the need for inclusiveness and avoidance of duplication of efforts;
 5. requested the RCM TaskForce to provide a progress report at the next DGCA Conference, including details of the proposed dedicated forum, covering its purpose, scope and representation; and
 6. encouraged the RCM Task Force to include appropriate participation from the international and regional organizations that support the DGCA Conference through regular attendance.

Responses on Action Item 59/43.1 & 59/43.2

State/Administration	Action on item 59/43.1	Action on item 59/43.2	Remarks or supplementary information for Action on item 59/43.1 and 59/43.2
Afghanistan	Not Applicable	Not Applicable	no comments
Australia	Completed	Completed	Australia thanks the members of the RCM TF for the seriousness, openness and diligence with which they have undertaken the task of examining the feasibility of an APCAC. Australia has actively participated in the RCM TF throughout 2024 and 2025 to contribute to the task force's consideration of the issues it was tasked with by

State/Administration	Action on item 59/43.1	Action on item 59/43.2	Remarks or supplementary information for Action on item 59/43.1 and 59/43.2
			DGCA 59. We look forward to the DGCA Conference's consideration of the RCM TF's progress report.
Bangladesh	Not Applicable	Not Applicable	<ul style="list-style-type: none"> Action 1: Bangladesh is an active Member of the RCM-TF and working collaboratively with other participants on the feasibility of an Asia Pacific Civil Aviation Commission. Action 2: Bangladesh supports strengthening the existing mechanism (DGCAS Conference) to address the needs and priorities of the region. Bangladesh would like to submit joint paper in ICAO General Assembly to raise voice on behalf of APAC Region to address the needs and priorities of the region, as AFCAC, ECAC and ACAC are doing so.
Bhutan	Not Applicable	Not Applicable	n/a
Brunei Darussalam	Completed	Completed	NIL
Cambodia	In Progress	In Progress	NIL
China	Completed	Completed	CAAC has actively implemented relevant action items. By providing financial support and seconding personnel and supporting the GAT program, we has supported the work of the ICAO APAC Regional Office and the Beijing Sub-Office (RSO), effectively promoting civil aviation regional multilateral cooperation under the ICAO framework. It has also participated in meetings of the RCM Task Force, effectively implemented the Regional Training Cooperation Framework and its related initiatives.
Hong Kong, China	Completed	Completed	Nil
Macao, China	Not Applicable	Not Applicable	Noted.
Cook Islands	To Commence	To Commence	Noted
Fiji	Not Applicable	In Progress	Fiji thanks the RCM Task Force for its extensive work in assessing the feasibility of an Asia Pacific Civil Aviation Commission (APCAC) and supports the recommendations for strengthening existing regional mechanisms and enhancing coordination among Asia/Pacific States.
India	Not Applicable	Not Applicable	Noted
Indonesia	To Commence	To Commence	Indonesia supports the establishment of Asia Pacific Civil Aviation Commission
Japan	Completed	Completed	Japan acknowledges the work carried out by the RCM TF to date.
Kiribati	To Commence	To Commence	noted and support
Lao PDR	To Commence	To Commence	Nil
Malaysia	In Progress	In Progress	59/43.1 - Malaysia (CAAM) is one of the member in the RCM Task Force 59/43.2 - Malaysia supports the recommendation to strengthen existing regional mechanisms and develop new ones to address the Asia-Pacific's aviation priorities, while recognizing the DGCA Conference as a crucial platform for collaboration among regional aviation leaders.
Maldives	Not Applicable	In Progress	Noted
Mongolia	To Commence	To Commence	Plannings for these actions are underway.
Nauru	In Progress	In Progress	Nauru acknowledges the report of the RCM Task Force and supports regional discussions on addressing priorities and needs. There is willingness to participate in the strengthening of regional mechanisms, pending guidance and resource availability.
Nepal	Completed	Completed	Completed
New Zealand	Completed	Completed	As above
Pakistan	Completed	In Progress	The conference has tasked the RCM TF to follow up on the recommendations, taking into consideration the comments of the Conference regarding the need for inclusiveness and avoidance of duplication of efforts and to submit report on next DGCA.
Palau	To Commence	To Commence	Palau and PNAA will cooperate
Papua New Guinea	Completed	Completed	PNG has noted the recommendations and will provide support where appropriate.
Philippines	Completed	Completed	Action 59/43: The Philippines is actively participating in RCM-TF and work collaboratively with other participants to fulfill the tasks.
Republic of Korea	Completed	Completed	ROK is actively participating and implementing the action items by the DGCA 58 and 59 as a key actor of the RCM TF.
Samoa	Completed	Completed	Agree
Singapore	Completed	In Progress	Nil inputs proposed.
Sri Lanka	To Commence	To Commence	Noted the content.
Thailand	Completed	Completed	59/43.1 Noted. 59/43.2 Aged.
Timor Leste	In Progress	In Progress	DGCA meeting is essential and opportunity to state members to introduce new safety measures and share the information

State/Administration	Action on item 59/43.1	Action on item 59/43.2	Remarks or supplementary information for Action on item 59/43.1 and 59/43.2
Vanuatu	To Commence	To Commence	Yet to achieve
Viet Nam	To Commence	To Commence	Noted.

[Responses on Action Item 59/43.3.a & 59/43.3.b](#)

State/Administration	Action on item 59/43.3.a	Action on item 59/43.3.b	Remarks or supplementary information for Action on item 59/43.3.a and 59/43.3.b
Afghanistan	Not Applicable	Not Applicable	no comments
Australia	Completed	Completed	As above.
Bangladesh	To Commence	To Commence	<ul style="list-style-type: none">• Action 3 a): Noted.• Action 3 b): Noted.
Bhutan	Not Applicable	Not Applicable	n/a
Brunei Darussalam	Completed	Completed	NIL
Cambodia	Not Applicable	Not Applicable	NIL
China	In Progress	In Progress	In progress
Hong Kong, China	In Progress	Completed	Nil
Macao, China	Not Applicable	Not Applicable	Noted.
Cook Islands	To Commence	To Commence	Noted
Fiji	In Progress	In Progress	Update: Fiji supports the reinforcement of the DGCA Conference as a central regional platform and welcomes efforts to establish a Terms of Reference, enhance communication with the Montreal Group, and explore the establishment of a dedicated forum during DGCA meetings.
India	Not Applicable	Not Applicable	Noted
Indonesia	To Commence	To Commence	Indonesia supports the establishment of Asia Pacific Civil Aviation Commission
Japan	To Commence	In Progress	Japan takes careful note of the recommendations outlined in the report and will support regional efforts through active participation in the Asia Pacific Ministerial Conference on Civil Aviation, as well as continued cooperation with the ICAO Asia and Pacific Regional Office.
Kiribati	Not Applicable	To Commence	noted and support
Lao PDR	To Commence	To Commence	Nil
Malaysia	To Commence	To Commence	59/43/3a - Malaysia supports and endorses the report's recommendations, including the long-term feasibility of establishing an Asia-Pacific Centre for Aviation Cooperation (APCAC), as it aligns with our commitment to strengthen regional aviation collaboration 59/43.3b - Malaysia fully supports the recommendation to strengthen the Asia Pacific Ministerial Conference on Civil Aviation and enhance support for ICAO's Asia-Pacific Regional Office through resource and expertise contributions. Demonstrating this commitment, Malaysia - with ICAO's support has already initiated capacity building initiative/fund to benefit aviation development across the region.
Maldives	In Progress	In Progress	Noted
Mongolia	To Commence	To Commence	Plannings for these actions are underway.
Nauru	To Commence	In Progress	Nauru supports the concept that APACC could be feasible in the long term and is willing to consider contributions to regional discussions and coordination mechanisms through the Asia Pacific Ministerial Conference and ICAO regional initiatives.
Nepal	In Progress	In Progress	In progress
New Zealand	Completed	Completed	As above
Pakistan	To Commence	To Commence	Noted
Palau	To Commence	To Commence	PNAA will cooperate.
Papua New Guinea	Completed	Completed	PNG has noted the recommendations and will provide support where appropriate.
Philippines	To Commence	In Progress	Action 59/43.3b: Long-term plan of CATC is to equip all CATC instructors fully so as to be qualified as SMEs for various fields in aviation and thus be able to share their expertise within the APAC region.
Republic of Korea	Completed	Completed	ROK agrees the APCAC could be feasible over the long term.

State/Administration	Action on item 59/43.3.a	Action on item 59/43.3.b	Remarks or supplementary information for Action on item 59/43.3.a and 59/43.3.b
Samoa	In Progress	Completed	Supported
Singapore	Not Applicable	In Progress	Singapore supports the ICAO Asia and Pacific Regional Office through the provision of resources and expertise, including through the secondment of CAAS officers and through contributions of regional initiatives such as COSCAP SEA.
Sri Lanka	To Commence	To Commence	Sri Lanka notes that strengthen the Asia Pacific Ministerial Conference on Civil Aviation and support for the ICAO Asia and Pacific Regional Office by providing resources, expertise, and contributions.
Thailand	Completed	Completed	59/43.3.a Endorsed 59.43.4.b Endorsed
Timor Leste	In Progress	In Progress	agreed the recommendation for the exitance and activity of the APCAC for the long run
Vanuatu	To Commence	To Commence	Yet to achieve
Viet Nam	To Commence	Not Applicable	Noted.

[Responses on Action Item 59/43.3.c](#)

State/Administration	Action on item 59/43.3.c.i	Action on item 59/43.3.c.ii	Action on item 59/43.3.c.iii	Remarks or supplementary information for Action on item 59/43.3.c.i/ii/iii
Afghanistan	Not Applicable	Not Applicable	Not Applicable	Because we cannot participate to the conferences.
Australia	Completed	Completed	Completed	As above.
Bangladesh	In Progress	To Commence	To Commence	• Action 3 c): Bangladesh supports the initiatives to strengthen the DGCA Conference. Bangladesh also sent nominations of SMEs to ICAO APAC office in setting up a small team comprising representatives from States/Administrations to support the running of the DGCA Conference.
Bhutan	Not Applicable	Not Applicable	Not Applicable	n/a
Brunei Darussalam	Not Applicable	To Commence	Not Applicable	NIL
Cambodia	In Progress	In Progress	In Progress	NIL
China	In Progress	In Progress	In Progress	In progress
Hong Kong, China	Completed	In Progress	In Progress	Nil
Macao, China	Not Applicable	Not Applicable	Not Applicable	Noted.
Cook Islands	To Commence	To Commence	To Commence	Noted
Fiji	In Progress	In Progress	In Progress	Fiji remains committed to contributing to regional capacity-building through the RTCF and will continue engaging with the RCM Task Force on inclusive and practical next steps.
India	Not Applicable	Not Applicable	Not Applicable	Noted
Indonesia	To Commence	To Commence	To Commence	Indonesia supports the establishment of Asia Pacific Civil Aviation Commission
Japan	In Progress	To Commence	In Progress	Japan will continue to cooperate with ICAO, other States, and the Montreal Group, and contribute to efforts aimed at strengthening the DGCA Conference.
Kiribati	Not Applicable	Not Applicable	To Commence	noted and support
Lao PDR	Not Applicable	Not Applicable	Not Applicable	Nil
Malaysia	Completed	Completed	To Commence	59/43/3.c (i) - Malaysia fully supports the recommendation to: Establish a dedicated team to oversee DGCA Conference operations, and has nominated two officers to contribute to this initiative. 59/43/3.c (ii) - Malaysia fully supports the recommendation to develop formal Terms of Reference (ToR) to clarify the team's: Purpose: Ensure efficient conference coordination. Representation: Balanced participation from States/Administrations.

State/Administration	Action on item 59/43.3.c.i	Action on item 59/43.3.c.ii	Action on item 59/43.3.c.iii	Remarks or supplementary information for Action on item 59/43.3.c.i/ii/iii
				59/43/3.c (iii) - Malaysia fully supports the initiative to strengthen the DGCA Conference through the proposed measures, including: Enhancing two-way communication between the DGCA Conference and the Montreal Group to foster better collaboration and alignment on regional priorities.
Maldives	To Commence	To Commence	To Commence	Noted
Mongolia	To Commence	To Commence	To Commence	Plannings for these actions are underway.
Nauru	Not Applicable	Not Applicable	Not Applicable	Nauru does not currently participate in or contribute to the organizational structure of the DGCA Conference and therefore considers the related actions not applicable at this stage.
Nepal	In Progress	In Progress	In Progress	In progress
New Zealand	Completed	Completed	Completed	As above
Pakistan	To Commence	To Commence	To Commence	Noted
Palau	To Commence	To Commence	To Commence	PNAA will participate in this plan.
Papua New Guinea	Completed	Completed	Completed	PNG has noted the recommendations and will provide support where appropriate
Philippines	Completed	In Progress	In Progress	CAAP already set-up and submitted to ICAO the list of Philippine Small Team representatives.
Republic of Korea	Completed	Completed	Completed	ROK endorses the recommendations of the report by the RCM TF, and nominated one of its expert to the Small team to support the running of the DGCA Conference.
Samoa	In Progress	In Progress	In Progress	Supported although we also note that funding will be a challenge
Singapore	In Progress	In Progress	Completed	The RCM TF will provide an update on 59/43.3ci and 59/43.3cii at the DGCA/60 Conference. 59/43.3.c.ii: The Montreal Group puts up a paper at each DGCA to provide key relevant updates of ICAO Council discussions. DGCA/60 will also include a segment where DGs and the Montreal Group will engage in a high-level discussion.
Sri Lanka	Completed	Completed	In Progress	Sri Lanka represents the Small Team established to support the 60th APAC DGCA Conference with subject matter experts in the areas of Aviation Safety and Aviation Security.
Thailand	Completed	In Progress	In Progress	59/43.3.c.i Thailand nominated our subject-matter experts to be a part of a small team to support the 60th DGAC Conference and one of our experts (Ms. Chatvarint Kuerkit) was selected to support the ICAO APAC in reviewing discussion papers/information papers for Agenda Item 6: Economic Development of Air Transport
Timor Leste	In Progress	In Progress	In Progress	agreed to the DGCA Conference Initiatives
Vanuatu	To Commence	To Commence	To Commence	Yet to achieve
Viet Nam	To Commence	To Commence	To Commence	Noted.

[Responses on Action Item 59/43.3.d & 59/43.3.e](#)

State/Administration	Action on item 59/43.3.d	Action on item 59/43.3.e	Remarks or supplementary information for Action on item 59/43.3.d and 59/43.3.e
Afghanistan	Not Applicable	Not Applicable	no comments
Australia	Completed	Completed	As above.
Bangladesh	To Commence	To Commence	<ul style="list-style-type: none">Action 3 d): Bangladesh has been actively participating in the APAC Regional Training Cooperation Framework (RTCF).Action 3 e): Noted.
Bhutan	Not Applicable	Not Applicable	n/a
Brunei Darussalam	To Commence	To Commence	NIL
Cambodia	in Progress	in Progress	NIL
China	in Progress	in Progress	In progress
Hong Kong, China	Completed	in Progress	Nil

State/Administration	Action on item 59/43.3.d	Action on item 59/43.3.e	Remarks or supplementary information for Action on item 59/43.3.d and 59/43.3.e
Macao, China	Not Applicable	Not Applicable	Noted.
Cook Islands	To Commence	To Commence	Noted
Fiji	in Progress	in Progress	Fiji remains committed to contributing to regional capacity-building through the RTCF and will continue engaging with the RCM Task Force on inclusive and practical next steps.
India	Not Applicable	Not Applicable	Noted
Indonesia	To Commence	To Commence	Indonesia supports the establishment of Asia Pacific Civil Aviation Commission
Japan	Completed	To Commence	Japan, as a Host State of DGCA/60, organized a side event which invites all the APAC DGs, together with Montreal Group members as observers, to discuss regional issues. We will continue to cooperate with ICAO, other States, and the Montreal Group, and contribute to efforts aimed at strengthening the DGCA Conference.
Kiribati	in Progress	To Commence	noted and support the actions
Lao PDR	Not Applicable	Not Applicable	Nil
Malaysia	To Commence	To Commence	59/43.3.d - Malaysia fully supports the initiative to strengthen the DGCA Conference through the proposed measures, including: Advancing and participating in the Regional Training Cooperation Framework and its initiatives to bolster capacity building and harmonization across the region. 59/43.3.e - Malaysia welcomes and supports the proposal to establish a dedicated forum as a side meeting during the DGCA Conference. This platform would provide an excellent opportunity for States/Administrations to discuss and align on regional aviation issues of common interest, fostering greater cooperation and consensus-building.
Maldives	To Commence	To Commence	Noted
Mongolia	To Commence	To Commence	Plannings for these actions are underway.
Nauru	Not Applicable	Not Applicable	Nauru currently does not participate in the Regional Training Cooperation Framework or any side meetings during the DGCA Conference. Therefore, the recommendations under these action items are not applicable at this stage.
Nepal	in Progress	in Progress	In progress
New Zealand	Completed	Completed	As above
Pakistan	To Commence	To Commence	Noted
Palau	To Commence	To Commence	Good plan for Palau to participate.
Papua New Guinea	Completed	Completed	PNG has noted the recommendations and will provide support where appropriate.
Philippines	in Progress	To Commence	As mentioned above, the CATC has 2 active representatives in the RCTF who are currently supporting the RTCF initiatives, including participation in the TNA committee.
Republic of Korea	Completed	Completed	ROK has been actively participating in the WG as a co-Chair of the RTCF WG and endorses the establishment of a dedicated forum, to be held as a side meeting during the DGCA Conference for States/Administrations to discuss and agree on regional aviation issues of common interest.
Samoa	in Progress	in Progress	Supported although noting funding and ability to attend is a challenge
Singapore	in Progress	in Progress	The RCM TF will provide an update on 59/43.3d and 59/43.3e at the DGCA/60 Conference.
Sri Lanka	in Progress	in Progress	Sri Lanka supports RTCF and its Initiatives.
Thailand	Completed	in Progress	59/43.3.d Thailand supported Regional Training Cooperation Framework and its initiatives bu nominated our representatives to be a member in the RTCF Task Force.
Timor Leste	To Commence	To Commence	agree to the Regional Training Cooperation Framework
Vanuatu	To Commence	To Commence	Yet to achieve
Viet Nam	To Commence	To Commence	Noted.

[Responses on Action Item 59/43.5 & 59/43.6](#)

State/Administration	Action on item 59/43.5	Action on item 59/43.6	Remarks or supplementary information for Action on item 59/43.5 and 59/43.6
Afghanistan	Not Applicable	Not Applicable	no comments

Australia	Completed	Completed	As above.
Bangladesh	In Progress	In Progress	<ul style="list-style-type: none"> Action 4, 5 & 6: Bangladesh is a member of RCM Task Force and working closely with other States on following up of the recommendations of the Conference, providing a progress report at the next DGCA Conference and will endeavour to include appropriate participation from the international and regional organizations that support the DGCA Conference.
Bhutan	Not Applicable	Not Applicable	n/a
Brunei Darussalam	Completed	Completed	NIL
Cambodia	In Progress	In Progress	NIL
China	Completed	Completed	Completed
Hong Kong, China	In Progress	In Progress	Nil
Macao, China	Not Applicable	Not Applicable	Noted.
Cook Islands	To Commence	To Commence	Noted
Fiji	Not Applicable	Not Applicable	n/a
India	Not Applicable	Not Applicable	Noted
Indonesia	To Commence	To Commence	Indonesia supports the establishment of Asia Pacific Civil Aviation Commission
Japan	In Progress	In Progress	As a member of the RCM Task Force, Japan will continue to actively participate in discussions aimed at strengthening regional cooperation frameworks.
Kiribati	Not Applicable	To Commence	noted and support
Lao PDR	Not Applicable	Not Applicable	Nil
Malaysia	To Commence	To Commence	<p>59/43.5 - Malaysia supports the initiative to strengthen regional aviation coordination and welcomes the request for the RCM Task Force to provide a comprehensive progress report at the next DGCA Conference.</p> <p>59/43.6 - Malaysia strongly supports the initiative to encourage the RCM Task Force to include appropriate participation from international and regional organizations that actively support the DGCA Conference through their regular attendance.</p>
Maldives	Not Applicable	Not Applicable	noted
Mongolia	To Commence	To Commence	Plannings for these actions are underway.
Nauru	In Progress	In Progress	Nauru supports the efforts of the RCM Task Force and acknowledges the importance of establishing a dedicated forum with clear terms of reference. While discussions are ongoing, formal progress updates and participation from regional partners are still being coordinated. Nauru will continue to monitor developments and contribute where feasible to enhance regional aviation governance and collaboration.
Nepal	In Progress	In Progress	In progress
New Zealand	Completed	In Progress	Report back completed and submitted by New Zealand on behalf of the RCMTF.
Pakistan	In Progress	In Progress	Noted
Palau	To Commence	To Commence	PNAA will work on this plan.
Papua New Guinea	Completed	Completed	PNG has noted the recommendations and will provide support where appropriate.
Philippines	In Progress	In Progress	Action 59.43.5-6: The Philippines is actively participating in RCM-TF and work collaboratively with other participants to fulfill the tasks.
Republic of Korea	Completed	Completed	ROK worked together with TF members to make a progress report on details of the proposed dedicated forum, covering its purpose, scope, and representation.
Samoa	In Progress	In Progress	Supported but also noting the challenge of lack of funding to be able to attend
Singapore	In Progress	In Progress	The RCM TF will provide an update on 59/43.5 at the DGCA/60 Conference.
Sri Lanka	Not Applicable	Not Applicable	not applicable
Thailand	In Progress	In Progress	Thailand as a member of RCM Task Force attended the meeting where the task force drafted a progress report for the next DGCA Conference and Thailand also encourages the RCM Task Force to include appropriate participation from the international and regional organizations.
Timor Leste	To Commence	To Commence	support the initiative and activities of RCM Task Force
Vanuatu	To Commence	To Commence	Yet to be achieved
Viet Nam	To Commence	To Commence	Noted.

Action Item 59/44 Noting the Montreal Group of Asia/Pacific Council representatives report on ICAO Council discussions, the Conference encouraged States/Administrations to attend the ICAO 80th Anniversary in Chicago on 4 and 5 December 2024.

Action Item 59/44

State/Administration	Action on item 59/44	Remarks or supplementary information for Action on item 59/44
Afghanistan	Not Applicable	no comments
Australia	Completed	Australia attended the 80th anniversary of the Chicago Convention in Chicago.
Bangladesh	Completed	Bangladesh attended the ICAO 80th Anniversary in Chicago on 4 and 5 December 2024.
Bhutan	To Commence	n/a
Brunei Darussalam	Not Applicable	NIL
Cambodia	Not Applicable	NIL
China	Completed	Representative of China on Council participated in the ICAO 80th Anniversary event in Chicago. In addition, CAAC, together with the Beijing Sub-Office (RSO) and UN China, co-hosted a reception to celebrate the 80th Anniversary. CAAC supports the Director of the APAC RSO to exchange ideas with the next generation of aviation professionals through online seminars, lectures, and other means, in order to enhance their understanding of ICAO.
Hong Kong, China	Completed	Nil
Macao, China	Completed	Noted.
Cook Islands	To Commence	Noted and dependent on funding
Fiji	Not Applicable	Fiji acknowledges the important role of the Montreal Group in relaying Council developments and applauds the plan to commemorate ICAO's 80th Anniversary. Update: Fiji was unable to send representation to this event.
India	Not Applicable	Noted
Indonesia	Not Applicable	Indonesia not attended
Japan	Completed	Japan attended the ICAO 80th Anniversary Commemoration held in Chicago on December 4 and 5, 2024.
Kiribati	To Commence	noted and support the action
Lao PDR	Not Applicable	Nil
Malaysia	To Commence	To note
Maldives	Not Applicable	Noted
Mongolia	To Commence	Planning for this action is underway.
Nauru	Not Applicable	Nauru didn't attend the 80th anniversary
Nepal	Completed	Due to unavoidable circumstances couldn't participate
New Zealand	Not Applicable	N/A
Pakistan	To Commence	Noted
Palau	Not Applicable	PNAA funding is not enough to participate.
Papua New Guinea	Completed	PNG's Minister of Civil Aviation, Chairman of the Civil Aviation Safety Authority Board of Directors and the Director of Civil Aviation attended this session via the Aviation Security Week in Muscat 2024.
Philippines	Completed	Action 59/44: The Director General of the CAAP attended and joined the celebration of the ICAO 80th Anniversary in Chicago on 4 and 5 December 2024.
Republic of Korea	Completed	ROK's Representative to the ICAO Council attended the ICAO 80th Anniversary in Chicago on 3 to 5 Dec. 2024.
Samoa	Completed	Noted
Singapore	Completed	Singapore, and the other 6 APAC Council Reps, attended ICAO 80th Anniversary, which was an extraordinary Council session. Indonesia, Philippines also attended.
Sri Lanka	Not Applicable	Sri Lanka did not participate.
Thailand	Not Applicable	Noted. Thailand was unable to send our delegates to attend the ICAO 80th Anniversary in Chicago on 4 and 5 December 2024 due to uegent work commitments.

State/Administration	Action on item 59/44	Remarks or supplementary information for Action on item 59/44
Timor Leste	In Progress	Timor-Leste is Aware of the events and coordinate accordingly
Vanuatu	Completed	Vanuatu attended.
Viet Nam	Not Applicable	Viet Nam did not attend the event.

Action Item 59/45

- The Conference encouraged States/Administrations to:
1. ratify the protocols amending Articles 50 and 56 of the Chicago Convention;
 2. nominate a Focal Point for the Ratification of International Air Law Treaties;
 3. participate in the third edition of the Civil Aviation Legal Advisers Forum (CALAF) in London, UK from 26 to 28 November 2024, in the ICAO International Air Law Course as well as other similar events;
 4. inform ICAO before 1 March 2025 of their further progress towards the ratification of international air law treaties by updating/using the DGCA tracking matrix; and
 5. contact the ICAO LEB Treaty Section (treaty@icao.int) for any information or assistance with regard to ratification matters.

Responses on Action Item 59/45

State/Administration	Action 1	Action 2	Action 3	Action 4	Action 5	Remarks or supplementary information for Action on item 59/45
Afghanistan	In Progress	Completed	Not Applicable	Not Applicable	Not Applicable	no comments
Australia	To Commence	Completed	Not Applicable	Not Applicable	Not Applicable	Noted.
Bangladesh	In Progress	Completed	To Commence	To Commence	To Commence	<ul style="list-style-type: none">• Action 1: Bangladesh has already ratified the protocols amending Articles 50(a) and 56 of the Chicago Convention on 12 June 2023.• Action 2: Bangladesh has nominated Focal Points for the Ratification of International Air Law Treaties.• Action 3: Noted.• Action 4: Noted and reports that no further progress has been made towards the ratification of international air law treaties.• Action 5: Noted.
Bhutan	Completed	Completed	Not Applicable	Completed	In Progress	n/a
Brunei Darussalam	In Progress	Completed	Not Applicable	In Progress	In Progress	NIL
Cambodia	Completed	Completed	Not Applicable	Completed	In Progress	NIL
China	Completed	Completed	Completed	Completed	Completed	China is conducting relevant research work on this issue.China has nominated 2 officials as focal point. The International Cooperation and Service Center of the CAAC dispatched delegates to participate in the third edition of the Civil Aviation Legal Advisers Forum (CALAF) held in London, representing CAAC.
Hong Kong, China	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Hong Kong, China took note of Action item 59/45
Macao, China	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Noted.
Cook Islands	To Commence	To Commence	Not Applicable	To Commence	To Commence	Noted
Fiji	In Progress	In Progress	Not Applicable	To Commence	To Commence	<p>Fiji acknowledges the importance of advancing the ratification of international air law treaties and supports ICAO’s initiatives to build legal capacity and promote treaty awareness.</p> <p>Update: Fiji is reviewing its status on the ratification of protocols amending Articles 50 and 56 of the Chicago Convention and has nominated a focal point for international air law matters. Participation in upcoming legal forums, including CALAF and ICAO legal training opportunities will be considered.</p>
India	In Progress	To Commence	Not Applicable	Not Applicable	Not Applicable	India has ratified the protocols amending Articles 56 of the Chicago Convention.
Indonesia	Completed	Completed	Not Applicable	Completed	In Progress	<p>Indonesia had ratified the following Protocols:</p> <p>1. Protocol Relating to An Amendment to The Convention on International Civil Aviation Article 50 (a) through Presidential Decree Number 46 Year 2018);</p> <p>2. Protocol Relating to An Amendment to The Convention on International Civil Aviation Article through Presidential Decree</p>

State/Administration	Action 1	Action 2	Action 3	Action 4	Action 5	Remarks or supplementary information for Action on item 59/45
						Number 47 Year 2018. Indonesia has submitted a Focal Point for the Ratification of International Air Law Treaties to ICAO on 28 August 2024.
Japan	In Progress	Completed	In Progress	Not Applicable	In Progress	1. Japan will continue to consider this matter. 2. Japan has already designated a focal point for the ratification of international air law-related treaties. 3. Although Japan was unable to attend the third Civil Aviation Legal Advisers Forum (CALAF) held in November 2024, we will consider participating in similar events to be held in the future. 4. There has been no further progress regarding the ratification of international air law treaties, and there are no updates to the DGCA progress tracking matrix. 5. Noted.
Kiribati	In Progress	In Progress	To Commence	To Commence	To Commence	noted. Kiribati is just progressing its ratification with the concerned organisation in the country
Lao PDR	In Progress	To Commence	Not Applicable	To Commence	To Commence	Nil
Malaysia	In Progress	Completed	To Commence	Completed	To Commence	CAAM has nominated Focal Points for the Ratification of International Air Law Treaties. FOC will liase with MOT on Air Law Treaties
Maldives	In Progress	Completed	Not Applicable	Completed	In Progress	1. Maldives is in the process of completing the national/constitutional requirements pertaining to the ratification of the Amendment to Articled 50 (a) and 56 of the Chicago Convention
Mongolia	To Commence	To Commence	To Commence	To Commence	To Commence	Plannings for these actions are underway.
Nauru	To Commence	To Commence	Not Applicable	To Commence	To Commence	Nauru is progressing with internal legal reviews to ratify amendments to Articles 50 and 56 of the Chicago Convention. A focal point for treaty coordination is being considered, and participation in ICAO legal forums such as CALAF is under review. The State is also working to update its DGCA tracking matrix for progress reporting.
Nepal	In Progress	In Progress	In Progress	In Progress	In Progress	In progress
New Zealand	Completed	To Commence	Not Applicable	Not Applicable	Not Applicable	As above
Pakistan	Completed	In Progress	Not Applicable	Not Applicable	To Commence	Noted
Palau	To Commence	To Commence	To Commence	To Commence	To Commence	PNAA will work on this plan
Papua New Guinea	In Progress	In Progress	In Progress	Completed	In Progress	1. PNG has initiated the ratification process. 2. PNG has nominated its National Coordinator as its Focal Point for the Ratification of International Air Law Treaties. The State provided a response on 31 March 2025. 3. PNG to participate in the next Civil Aviation Legal Advisers Forum (CALAF) 4. PNG submitted its progressive update on 04 April 2025. 5. In progress.
Philippines	To Commence	To Commence	Completed	Completed	To Commence	Action 59/45: The Civil Aviation Authority of the Philippines (“CAAP”) reviewed the appropriate legal mechanism to give effect to said amendments. As CAAP is presently undertaking the amendment of its charter, it proposes to incorporate the substance of the said Protocols directly into the charter amendments, instead of proceeding with a formal ratification process. The Philippine Constitution provides that international agreements may only be domesticated through Transformation or Incorporation. However, case law has also permitted for treaties and international laws to be domesticated through their introduction as part of local legislation . CAAP is in the process of amending its charter, which is a national law. In its proposed amended charter, the contents of Articles 50 and 56 are planned to be included as well, thus domesticating the same. CAAP submitted to ICAO on 11 March 2025 the Authority’s focal persons for the Ratification of Air Law Treaties. CAAP participated in the 3rd Edition of the Civil Aviation Legal Advisers Forum (CALAF) in London, UK from 26 to 28 November 2024, This Enforcement and Legal Service (ELS) defers to the CAAP Management the determination on the designation of the focal point for the Ratification of International Air Law Treaties, recognizing that such nomination falls within the exercise of management prerogative.
Republic of Korea	Completed	Completed	Completed	Completed	Completed	.

State/Administration	Action 1	Action 2	Action 3	Action 4	Action 5	Remarks or supplementary information for Action on item 59/45
Samoa	In Progress	In Progress	In Progress	In Progress	In Progress	In progress
Singapore	Completed	Completed	Completed	Completed	Not Applicable	Nil
Sri Lanka	Completed	Completed	Not Applicable	Completed	In Progress	The State has completed the accession on 28. 02. 2024.
Thailand	Completed	Completed	Not Applicable	Completed	To Commence	1. Thailand ratified the Protocols on 11 July 2018. 2. Thailand updated the Focal Points for the Ratification of International Air Law Treaties. Our Focal Points are 1) Mr. Paichayon Rodprasert and 2) Ms. Thirada Pachonaripai. 3. Thailand was unable to participate in the third edition of CALAF in London due to concurrent obligations related to the FAA IASA audit. 4. Thailand updated the ratification of international air law treaties tracking matrix and send back to ICAO before 1 March 2025. 5. Thailand maintains active communication with the ICAO LEB Treaty Section and will continue to seek any necessary information or assistance to support its ongoing treaty-related efforts.
Timor Leste	To Commence	To Commence	To Commence	To Commence	To Commence	Timor-Leste Received State Letter concerning providing the focal point for Rectification of International Air Law Treaties. will be nominating a competence personnel member to coordinate with respective Protocols, Conventions and other International Treaties.
Vanuatu	To Commence	To Commence	To Commence	To Commence	To Commence	Yet to be achieved
Viet Nam	Completed	Completed	Completed	Completed	Completed	1. Viet Nam has ratified the Protocols amending Articles 50 and 56 of the Chicago Convention; 2. Viet Nam has nominated a Focal Point. 3. Viet Nam sent delegation to the event. 4. Viet Nam informed ICAO of its progress towards the ratification of international air law treaties.

- Action Item 59/46

Action Item 59/47

Action Item 59/48

Agenda Item 10a: Any Other Matters

The Conference noted with thanks, the confirmation of the generous offer by Malaysia to host the 61st APAC DGCA Conference in 2026.

The Conference recommended that all States/Administrations establish an effective ICAO State Letter process and share their best practices at relevant fora.

The Conference expressed their strongest, unanimous support for the Asia/Pacific Region to have at least one more seat in the ICAO Council, in addition to the existing seven seats.

Responses on Action Item 59/46 & 59/47 & 59/48

State/Administration	Action on item 59/46	Action on item 59/47	Action on item 59/48	Remarks or supplementary information for Action on item 59/46, 59/47, and 59/48
Afghanistan	Not Applicable	Not Applicable	Not Applicable	As we are under the UN and ICAO sanctions, we cannot do anything.
Australia	Completed	Completed	Completed	Action item 59/47: Australia welcomes the strong engagement by the DGCA Conference on this paper, including that the key messages of the paper should be heard in Montreal. Australia strongly encourages all Asia Pacific States to cosponsor New Zealand’s paper on how ICAO can improve its State letter processes for the 42nd ICAO Assembly. Action item 59/48: Australia strongly supports the Asia Pacific having at least one more seat on the ICAO Council, in addition to the existing seven seats, when the Council is expanded.
Bangladesh	Completed	Completed	In Progress	59/46 Noted 59/47 Bangladesh has an established ICAO State Letter process and when needed or so requested would share the process at the relevant fora. 59/48 Bangladesh supports the Conference recommendation to have at least one more seat in the ICAO Council, in addition to the existing seven seats

State/Administration	Action on item 59/46	Action on item 59/47	Action on item 59/48	Remarks or supplementary information for Action on item 59/46, 59/47, and 59/48
Bhutan	Not Applicable	Not Applicable	Not Applicable	n/a
Brunei Darussalam	Completed	In Progress	Completed	NIL
Cambodia	In Progress	In Progress	In Progress	NIL
China	Completed	Completed	In Progress	China would like to thank Malaysia for hosting such an important event to enhance cooperation within the APAC Region. CAAC has already established a comprehensive letter processing procedure to ensure that all State Letters are effectively responded. China actively joined relevant working group and work collaboratively with other participants to share best practices. China values and supports greater representation of the Asia Pacific region in the Council of ICAO.
Hong Kong, China	Completed	In Progress	Not Applicable	Nil
Macao, China	Completed	In Progress	Completed	Item 59/46: Noted. Item 59/47: Macao, China has implemented a dedicated process to deal with ICAO State Letters and provided feedbacks to the State Letter survey conducted by the Regional Cooperation Mechanisms Task Force (RCM TF). Item 59/48: Noted.
Cook Islands	Not Applicable	To Commence	To Commence	Noted
Fiji	Not Applicable	In Progress	Not Applicable	59/46: Fiji expresses sincere appreciation to Malaysia for its generous offer to host the 61st APAC DGCA Conference in 2026 and looks forward to continued regional collaboration and dialogue through this important forum. 59/47: Fiji supports the recommendation to establish and maintain an effective ICAO State Letter coordination process and recognizes its importance in ensuring timely and coordinated responses to ICAO communications. Update: Fiji has established an internal coordination mechanism for reviewing and responding to ICAO State Letters. However, it is exploring the web-based program SMIS developed by the ROK to enhance this process. 59/48: Fiji fully supports the unanimous call for the Asia/Pacific Region to be granted at least one additional seat on the ICAO Council, recognizing the region's growing contributions to global aviation and the need for equitable representation. Update: Fiji will continue to advocate for greater Asia/Pacific representation at ICAO and supports regional consensus-building efforts on this matter.
India	Not Applicable	Not Applicable	Not Applicable	Noted
Indonesia	Completed	In Progress	Completed	59/46: Indonesia supports Malaysia to host the 61st APAC DGCA Conference in 2026. 59/47: Indonesia has established internal procedures concerning ICAO State Letter handling. Indonesia welcomes to share its best practices in State Letter handling. 59/48: Indonesia supports.
Japan	Completed	In Progress	In Progress	59/46: Japan welcomes the hosting of the 61th DGCA Conference in Malaysia. 59/47: To implement an efficient and effective process for ICAO State Letter, Japan would like to explore improved operational methods by referring to the best practices of other States. 59/48: As the Asia-Pacific Region is home to the world's largest and rapidly growing air transport market, Japan believes it is of great importance for the region to secure at least one additional seat in the ICAO Council. Japan will continue to work closely with States in the region and the Montreal Group in this regard to lead the discussion in the Council.
Kiribati	Not Applicable	To Commence	To Commence	noted and support the actions
Lao PDR	To Commence	To Commence	To Commence	Nil
Malaysia	To Commence	In Progress	To Commence	59/46 - Malaysia will present a paper proposes for discussion at the 61st Conference a Theme Topic “Smart Skies: AI for Safe, Secure, Sustainable and Efficient Aviation”. The draft paper has been reviewed by ICAO APAC. 59/47 - Malaysia fully supports the Conference recommendation for all States/Administrations to establish an effective ICAO State Letter process and share best practices at relevant forums. To further strengthen this initiative, we propose the following additional measures:

State/Administration	Action on item 59/46	Action on item 59/47	Action on item 59/48	Remarks or supplementary information for Action on item 59/46, 59/47, and 59/48
				<p>a) Standardized Digital Platform - Create a centralized online portal for State Letter tracking and response management</p> <p>b) Capacity Building - Develop regional workshops on State Letter procedures and produce guidance materials on effective response formulation</p> <p>c) Knowledge Sharing - Establish a regional repository of best practice examples</p> <p>59/48 - Malaysia strongly supports the Conference's unanimous position advocating for at least one additional seat for the Asia/Pacific region on the ICAO Council supplementing the current 7 seats. Rationale for Malaysia's Support:</p> <p>a) Geographic and Demographic Imperative The Asia/Pacific region represents:</p> <ul style="list-style-type: none"> - 60% of the world's population - The fastest growing aviation markets globally - 35% of global air traffic (IATA 2023 data) <p>b) Operational Necessity The region faces unique challenges requiring Council-level attention:</p> <ul style="list-style-type: none"> - Rapid air traffic growth exceeding global averages - Complex airspace management needs - Diverse developmental stages among States <p>c) Equity and Governance Enhanced representation will:</p> <ul style="list-style-type: none"> - Ensure regional perspectives inform global policymaking - Improve balance in Council decision-making - Strengthen ICAO's legitimacy as a truly global organization
Maldives	Not Applicable	In Progress	Not Applicable	Noted
Mongolia	To Commence	To Commence	To Commence	Plannings for these actions are underway.
Nauru	In Progress	In Progress	In Progress	Nauru acknowledges Malaysia's offer to host the 61st Conference. Efforts are underway to streamline our ICAO State Letter process and contribute best practices. Nauru also supports equitable representation for the Asia/Pacific Region in ICAO Council discussions.
Nepal	In Progress	In Progress	In Progress	In process
New Zealand	Completed	Completed	Completed	as above
Pakistan	Not Applicable	In Progress	To Commence	Noted
Palau	To Commence	To Commence	To Commence	PNAA will cooperate.
Papua New Guinea	Completed	Completed	Completed	<p>1. 59/46: Completed.</p> <p>2. 59/47: PNG has established an effective ICAO State Letter process through its State Letter Management Procedure and SARPS Management Implementation System software.</p> <p>3. 59/48: PNG expressed its support for the Asia/Pacific Region to have at least one more seat in the ICAO Council, in addition to the existing seven seats.</p>
Philippines	Completed	To Commence	In Progress	<p>Action 59/46: The Philippines has taken note of this.</p> <p>Action 59/47: The Philippines acknowledges this action item.</p> <p>Action 59/48: The Philippines supports this action item.</p>
Republic of Korea	Completed	Completed	Completed	<p>59/47 ROK has been sharing our own SARPs Management and Implementation System (called SMIS) throughout the global aviation community, providing free distribution for use, which is a web-based, easy-to-use system.</p> <p>59/48 ROK will strongly support the Asia/Pacific Region having at least one more seat in the ICAO Council, in addition to the existing seven seats.</p>
Samoa	Completed	Completed	Completed	Noted and supported
Singapore	Not Applicable	In Progress	Completed	Singapore has an established process to manage the receiving, dissemination and responses to ICAO State Letters.
Sri Lanka	Not Applicable	Completed	Completed	3. Sri Lanka strongly support APAC region to at least one more seat in the Council.
Thailand	Completed	Completed	Completed	<p>59/46 Noted.</p> <p>59/47 Thailand has a dedicated system for managing ICAO State Letters and welcomes any opportunity to share our experience and learn from other Member States.</p>

State/Administration	Action on item 59/46	Action on item 59/47	Action on item 59/48	Remarks or supplementary information for Action on item 59/46, 59/47, and 59/48
				59/48 Thailand fully supports the proposal for the Asia/Pacific Region to have at least one additional seat on the ICAO Council, recognizing the region's growing role in global aviation. Thailand also encourages all Member States that have not yet done so to ratify the amendment to Article 50(a) of the Chicago Convention as soon as practicable, to enable more equitable representation on the Council.
Timor Leste	Completed	In Progress	In Progress	agree to all confirmation and recommendations by the conference
Vanuatu	To Commence	To Commence	To Commence	Vanuatu supports all the above
Viet Nam	Completed	Completed	To Commence	59/46. Viet Nam expresses its supports. 59/47. Viet Nam has established a ICAO State Letter process. 59/48. Viet Nam expresses its supports.

Action Item 59/49 The Conference endorsed the 60th APAC DGCA Conference (to be hosted by Japan) theme topic as “The sustainable skies of the Asia-Pacific region: towards increased economic prosperity and social well-being by air transportation of people and goods in the region”.

Responses on Action Item 59/49

State/Administration	Action on item 59/49	Remarks or supplementary information for Action on item 59/49
Afghanistan	To Commence	good idea
Australia	Completed	Australia supports the 2025 DGCA Conference being held in Japan ahead of the 42nd ICAO Assembly. Australia supports the theme which encapsulates global, regional and national strategic objectives including: innovation and efficiency in sustainable development, economic resilience and inclusivity, sustainable workforce development and reducing aviation's environmental impacts.
Bangladesh	In Progress	Bangladesh supports the proposed theme topic and would like to thank Japan for hosting the 60th APAC DGCA Conference.
Bhutan	Not Applicable	n/a
Brunei Darussalam	Completed	NIL
Cambodia	In Progress	NIL
China	Completed	China would like to thank Japan for hosting such an important event which provides valuable opportunities for States/Administrations in the APAC Region to reach consensus on the theme topic.
Hong Kong, China	Completed	Hong Kong, China supported the Theme topic of the 60th DGCA Conference.
Macao, China	Completed	Macao, China noted the theme topic for the 60th APAC DGCA Conference and will participate in the Conference.
Cook Islands	Not Applicable	Supportive of the theme
Fiji	Not Applicable	Fiji fully endorses the theme for the 60th APAC DGCA Conference—“The sustainable skies of the Asia-Pacific region: towards increased economic prosperity and social well-being by air transportation of people and goods in the region.” Update: Fiji looks forward to contributing to discussions under this timely and relevant theme, which aligns with our national objectives for sustainable aviation development and regional connectivity.
India	Not Applicable	Noted
Indonesia	Completed	Indonesia supports
Japan	In Progress	As the host country of the 60th DGCA Conference, Japan looks forward to fruitful discussions based on this theme topic.
Kiribati	To Commence	noted and support
Lao PDR	To Commence	Nil
Malaysia	To Commence	Agreed
Maldives	To Commence	Noted
Mongolia	To Commence	Planning for this action is underway.
Nauru	In Progress	Nauru welcomes the 60th DGCA APAC Conference theme and is aligning its national aviation objectives with the regional vision of sustainability, connectivity, and prosperity through enhanced air transport services.
Nepal	Completed	Completed

State/Administration	Action on item 59/49	Remarks or supplementary information for Action on item 59/49
New Zealand	Completed	as above
Pakistan	To Commence	Noted
Palau	To Commence	PNAA will participate and cooperate
Papua New Guinea	Completed	PNG endorses this Action Item is preparing for its participation at the 60th Conference.
Philippines	Completed	Action 59/49: The Philippines participated in the adoption of the Theme Topic for the 60th DGCA Conference
Republic of Korea	Completed	ROK supports the theme for the 60th DGCA Conference.
Samoa	Completed	Supported
Singapore	Completed	Nil.
Sri Lanka	Completed	Sri Lanka endorses the theme topic proposed for the 60th APAC DGCA conference in Japan .
Thailand	Completed	Thailand took note of the theme of the 60th DGCA Conference.
Timor Leste	To Commence	commencing coordination to the conference of the 60 DGCA APAC Conference
Vanuatu	To Commence	Thank you
Viet Nam	Completed	Viet Nam endorses the theme topic of the 60th APAC DGCA Conference.

SUGGESTION

Please provide your suggestions to improve the mechanism and the effectiveness in monitoring the follow up of action items arising from DGCA Conference

State/Administration	Suggestions
Afghanistan	As we could not participate to any ICAO and APAC conferences, workshops, meetings, events and trainings due to sanctions. I kindly request the ICAO, APAC and DGCA responsible to ignore the sanctions from Afghanistan Civil Aviation technical and expert staff to participate to the ICAO conferences, workshops, meetings, events and trainings, because aviation sector is unpolitical sector, for the global safety and security we need to attend to above events.
Australia	The options provided were often not consistent with the question being asked or the nature of the action item. We strongly appreciate the work undertaken to prepare this form and to simplify reporting on the responses to the action items, however, in many States there are many different agencies that prepare answers, which are collated by a central agency before responding. It was not clear that there would be options to select. It may be appropriate to keep the form qualitative only, reflecting past practice.
Bangladesh	Suggestions to Enhance Monitoring of DGCA Conference Action Items To strengthen the effectiveness of follow-up on DGCA Conference decisions, the following measures are proposed: (a) Establish a regional online platform for tracking action item implementation. (b) Designate national focal points to coordinate and report progress. (c) Utilize standardized reporting templates for consistency and clarity. (d) Conduct interim virtual review meetings to assess implementation status. (e) Integrate follow-up actions into existing ICAO regional mechanisms (e.g., RASG, APANPIRG).
Bhutan	n/a
Brunei Darussalam	CURRENT PRACTICE IS SUFFICIENT
Cambodia	NIL
China	N/A
Hong Kong, China	Nil
Macao, China	Such practice could be conducted periodically to track the progress of the action items.

State/Administration	Suggestions
Cook Islands	Request assistance to implement most of the action items
Fiji	Suggest limiting the number of action items while enhancing the online submission mechanism through user-friendly design, progress tracking, automated reminders, feedback mechanisms, regular review meetings, and a standardized reporting framework will significantly improve both the effectiveness of monitoring follow-ups and overall engagement from participating states at future DGCA conferences.
India	.
Indonesia	It is recommended that ICAO circulates a State Letter every three months to request updates from each ICAO APAC Member State on the Action Items
Japan	None.
Kiribati	to share the follow up in advance
Lao PDR	Nil
Malaysia	Secretariat to use existing platforms (like iSTARS or APAC e-tools) to centralize follow-up actions and improve visibility for all stakeholders.
Maldives	A dedicate portal for the purpose in APAC secure web portal would be helpful
Mongolia	It is recommended that ICAO or the relevant coordinating body regularly remind States’ (particularly Mongolia's) Civil Aviation Authority to pay continuous attention to the action items arising from the previous DGCA Conference. This can be supported by requiring relevant departments and units to work more efficiently and take prompt action on each item. In addition, a monthly progress report could be submitted through an online session that is held once a month, during which the responsible authorities would be asked to provide specific updates on their implementation progress and any challenges encountered.
Nauru	Given Nauru's limited technical and human resource capacity, it is suggested that a more tailored and inclusive follow-up mechanism be developed for Pacific Island Countries. This could include simplified reporting templates, dedicated focal points for Pacific states, and periodic virtual check-ins or technical clinics to ensure these nations can effectively engage and progress on action items. Greater regional support and attention to the unique challenges faced by small island developing states will enhance overall implementation effectiveness.
Nepal	None
New Zealand	Good way of tracking. Just need to remove the noting actions in the last few pages (which still asked if we completed)
Pakistan	Thank you for your continued efforts to enhance the effectiveness of the DGCA Conference follow-up mechanism. We find the current system, including the use of the online reporting form, to be efficient and well-structured. The regular follow-up on action items is appreciated and ensures sustained engagement from States. As a suggestion, it may be helpful to streamline the list of action items by excluding those that are solely for information or intended for the Conference’s noting, and instead focus follow-up efforts on items where progress is actionable, objective, or quantifiable. This would help ensure more meaningful tracking and targeted implementation of commitments.
Palau	The Palau National Aviation Administration is the Palau CAA and still in needs of qualified personnel and capabilities in order to meet all ICAO SARPs requirements. However, due to budget constraints, we can only do what we can. The willingness is high, but resources are low. As much as possible PNAA will cooperate and participate in what we can afford. We thank you for your understanding
Papua New Guinea	I find submitting of Action Items using the online platform is convenient and efficient. I support that we continue to report on Action Items via this tool.
Philippines	Online survey is more effective and efficient in monitoring the follow up of action items arising from DGCA Conference.
Republic of Korea	APAC RO should follow up on the action items strategically and effectively, like each P officer could plan how to facilitate and promote the implementation of action items right after the Conference and take action throughout the year until the next Conference.
Samoa	No comments
Singapore	Nil.
Sri Lanka	Posing the periodic questionnaires.
Thailand	ICAO APAC could kindly provide instructions on how to complete the form, along with explanations for each action status: 'To Commence', 'In Progress', 'Completed', and 'Not Applicable'
Timor Leste	please share result of the surveys as references
Vanuatu	The online survey is a good way to get feedback from States before attending the DGCA. It would assist States, if there was available funding or technical assistance from other States within the region that this be highlighted so as to help assist the smaller States to negotiate their eligibility for such funding or assistance in certain areas such as training or certain technical capabilities. Thank you.
Viet Nam	TBD

-END-