

**60<sup>th</sup> CONFERENCE OF  
DIRECTORS GENERAL OF CIVIL AVIATION  
ASIA AND PACIFIC REGIONS**

*Sendai, Japan  
28 July - 1 August 2025*

AGENDA ITEM 8:       CAPACITY DEVELOPMENT  
AND IMPLEMENTATION

**CONTRIBUTION TO THE ICAO ASIA AND PACIFIC  
CAPACITY DEVELOPMENT INITIATIVE**

(Presented by Malaysia, Singapore, Thailand, Brunei Darussalam)

**SUMMARY**

This Paper presents Malaysia's proposal for collective support for the ICAO Asia and Pacific Capacity Development *Initiative*, established to advance regional aviation capabilities by strengthening civil aviation competencies through essential training and capacity-building programs, supporting the implementation of ICAO's Global Aviation Safety Plan (GASP) Global Air Navigation Plan (GANP), Global Aviation Security Plan (GASeP) and promoting sustainable aviation development in alignment with global standards, inviting Member States to contribute towards building a safer, secure and more resilient aviation ecosystem in Asia-Pacific region.

## CONTRIBUTION TO THE ICAO ASIA AND PACIFIC CAPACITY DEVELOPMENT INITIATIVE

### 1. INTRODUCTION

1.1 The Asia Pacific region represents one of the world's most dynamic aviation markets, with rapid growth in air traffic and connectivity. However, this growth has also highlighted varying levels of readiness among States/Administrations in meeting ICAO Standards and Recommended Practices (SARPs) and faces critical challenges in harmonizing its expansion with ICAO's Global Aviation Safety Plan (GASP), Global Air Navigation Plan (GANP) and *Global Aviation Security Plan* (GASeP) objectives. Multiple Member States/Administrations encounter persistent difficulties in implementing SARPs due to resource constraints. These gaps create operational safety and security risks and impede progress toward ICAO's No Country Left Behind initiative.

1.2 The idea of the ICAO Asia and Pacific Capacity Development initiative traces back to the 59<sup>th</sup> DGCA Conference in Cebu, Philippines in 2024, where regional leaders identified an urgent need for sustainable capacity building solutions. During the pivotal 'Capacity Development and Implementation' agenda item, discussions reaffirmed that some Member States continue to face challenges in implementing SARPs due to resource constraints.

1.3 In response to these needs, Malaysia with the support of ICAO Asia and Pacific Office has initiated the ICAO Asia and Pacific Capacity Development initiative as strategic mechanism to support States across key areas of strengthening human capital via specialized safety and aviation security personnel, Air Traffic Controller (ATC) training courses, regulatory and operations compliance through targeted programs to address SARPs implementation gaps as well as aviation sustainability development targets.

1.4 ICAO Asia and Pacific Capacity Development initiative's effectiveness and reach depend on multilateral cooperation between the Member States/Administrations in the region. While Malaysia has contributed the initial foundation funding (i.e. USD 500,000) earmarked to the ICAO Asia and Pacific Office capacity development efforts, particularly to support technical assistance programs and capacity building initiatives in the Asia Pacific Region, achieving meaningful regional transformation requires financial commitments from all Member States/Administrations, ideally extended to national administrations, industry partners, and international organizations in the region. Collective investment in this initiative will ensure equitable access to capacity building resources, ultimately strengthening the entire Asia Pacific aviation network.

1.5 ICAO would be requested to create an award or dedicated awards under its existing "Capacity Building and Implementation Fund" (CBIF) with the ICAO Asia Pacific Regional Director as allotment holder. Specific projects can draw from those awards to fund APAC capacity building and technical assistance activities in any strategic goal.

### 2. DISCUSSION

2.1 Collaborating in this funding initiative creates shared benefits for every States/Administrations in the region. When all States/Administrations have strong aviation systems, flights become safer, routes more reliable and trade more efficient. This is not just about supporting individual States/ Administrations; it is about collectively raising the standard of aviation safety across the Asia-Pacific region. A small contribution today leads to big rewards tomorrow through better connectivity and economic growth.

2.2 The initiative promotes fair development opportunities. Some States/Administrations may have limited budgets or access to training resources, making it difficult to fully meet ICAO requirements. This can lead to safety gaps that affect the wider network. By pooling resources, we help ensure that all States/ Administrations regardless of size or funding can strengthen their aviation systems and adhere to common safety standards.

2.3 This approach supports long-term, sustainable solutions. With ongoing contributions from Member States/Administrations, the fund can continue to support professional development and institutional capacity building across the region. By adopting a collaborative mechanism, it provides a strategic and enduring framework to strengthen aviation capabilities and promote consistent development in the Asia-Pacific.

### **3. ACTION BY THE CONFERENCE**

3.1 The Conference is invited to:

- a) endorse the ICAO Asia and Pacific Capacity Development Initiative as a collaborative mechanism for regional aviation development.
- b) encourage Member States/Administrations to consider pledging financial contributions to the fund.
- c) encourage donor States/Administrations, industry partners, and international organizations to contribute to the initiative; and
- d) request ICAO Asia and Pacific Office to facilitate governance, project selection, monitoring, and progress reporting.

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