

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

*Sendai, Japan  
28 July - 1 August 2025*

AGENDA ITEM 9:       UPDATES

**WHERE DOES APAC STAND  
WITH THE DELHI DECLARATION COMMITMENTS?**

(Presented by International Civil Aviation Organization)

**SUMMARY**

The Second Asia Pacific Ministerial Conference on Civil Aviation was held from 11 to 12 September 2024 in New Delhi, India. In the Conference, the APAC Ministers reviewed commitments made under the Beijing Declaration and agreed to another set of commitments to high-priority aviation strategic objectives in the form of the Asia Pacific Ministerial Declaration on Civil Aviation (Delhi).

This paper shares information on the current status of the States' commitments in the APAC Region.

## WHERE DOES APAC STAND WITH THE DELHI DECLARATION COMMITMENTS?

### 1. INTRODUCTION

1.1 The first Asia-Pacific Ministerial Conference on Civil Aviation was held in Beijing, China, from 31 January to 1 February 2018. During the conference, all delegates unanimously agreed upon the *Asia-Pacific Ministerial Declaration on Civil Aviation (Beijing)*, also known as the *Beijing Declaration*. The Declaration formalized the shared commitments to high-priority aviation safety and air navigation services objectives as well as accident investigation and human resource development.

1.2 The Second Asia-Pacific Ministerial Conference on Civil Aviation was held on 11 – 12 September 2024 in New Delhi, India. The Asia-Pacific Ministerial Declaration on Civil Aviation (Delhi), also known as the Delhi Declaration, reaffirms the commitments of the Beijing Declaration and also adds new commitments on: Aviation Safety, Air Navigation Services, Aviation Security & Facilitation, Gender Equality, Resourcing for Civil Aviation, Aviation Environment Protection and Ratification of International Air Law Treaties. The detailed content of the Delhi Declaration is available in **Appendix A**.

1.3 This paper presents a review of the current status of the APAC States' commitments. Each commitment of the Delhi Declaration with the associated target will first be recalled. Then, the way to measure the implementation progress will be defined and results will be provided. A short analysis will then follow to invite the States to focus their efforts.

1.4 All the data used in this paper are the ones collected by the Secretariat as of June 2025.

### 2. DISCUSSION

2.1 Please see in **Appendix B** the attached PowerPoint presentation for the details of the implementation status of the Delhi Declaration commitments.

### 3. ACTION BY THE CONFERENCE

3.1 The Conference is invited to:

- a) Note the progress achieved; and
- b) Collaborate and work towards achieving the commitments of the Delhi Declaration.

— END —

## Appendix A

### Asia and Pacific Ministerial Declaration on Civil Aviation (Delhi)

- 1) We, the Ministers from the Asia and Pacific States responsible for Civil Aviation, met in New Delhi, India, from 11-12 September 2024, on the occasion of the 2<sup>nd</sup> Asia Pacific Ministerial Conference on Civil Aviation and the 80<sup>th</sup> anniversary of the Convention on International Civil Aviation (Chicago Convention), organized by the International Civil Aviation Organization (ICAO), to reaffirm the obligations as the Contracting States to the Chicago Convention signed on 7 December 1944 to ensure the safety, security, efficiency and continuity of civil aviation;
- 2) Recalling that Ministers met at the 1<sup>st</sup> Asia Pacific Ministerial Conference on Civil Aviation in Beijing, China, from 31 January to 1 February 2018, and endorsed a landmark declaration (Beijing Declaration) underpinning the importance of air transportation for social and economic development and the shared commitments and vision of Asia and Pacific Ministers to build Regional momentum to realize the implementation of Aviation Safety priorities and targets and Asia/Pacific Seamless Air Traffic Management (ATM) Plan (now renamed as the Asia/Pacific Seamless Air Navigation Service (ANS) Plan) with the collaboration of States/Administrations and active participation of the aviation industry;
- 3) Acknowledging the extraordinary circumstances during COVID-19 pandemic which impeded States/Administrations from effectively implementing the Beijing Declaration commitments while noting updated safety and air navigation targets have emerged to better support States/Administrations in the Asia and Pacific Region;
- 4) Recognizing that the recovery of air transportation is progressing and that passenger and freight demand in the Asia and Pacific Region is forecast to regain higher growth rates requiring a concerted effort of States/Administrations and the aviation industry to meet the increasing demand while enabling a safe, secure, efficient and a more resilient aviation sector, and minimizing the adverse effects of international civil aviation on the global climate, which supports the realization of United Nations 2030 Agenda for Sustainable Development;
- 5) Identifying that key priorities exist in the Asia and Pacific Region requiring collaboration and that States/Administrations need to develop capabilities to improve safety, security and building of additional capacity to address emerging Regional and global challenges to sustain the Regional civil aviation growth forecast;
- 6) Noting that over half of the States/Administrations in the Asia and Pacific Region which have had an ICAO audit under the Universal Safety Oversight Audit Programme – Continuous Monitoring Approach (USOAP – CMA) have an effective implementation (EI) of the critical elements (CEs) of a State safety oversight system lower than the global average;
- 7) Noting that over half of the States/Administrations in the Asia and Pacific Region which have had an ICAO audit under the Universal Security Audit Programme (USAP) have an EI of the CE of a State aviation security oversight system lower than the global average;
- 8) Acknowledging that the ICAO Assembly 41<sup>st</sup> Session endorsed the Global Aviation Safety Plan (GASP) 2023 – 2025 edition and the Seventh Edition of the Global Air Navigation Plan (GANP) as the global strategic directions for safety and air navigation respectively, and urged Member States to demonstrate the political will necessary to implement remedial actions to resolve safety concerns and air navigation deficiencies in a timely manner as well as integrate aviation in the national development plans;
- 9) Appreciating that HR development strategies combined with adequately funded and quality assured training and accompanying investment in training infrastructure is essential for developing and

maintaining a qualified and competent workforce to manage all aviation activities and to meet ICAO's strategic objectives;

10) Realizing the benefits of working in partnership with ICAO and aviation stakeholders through interactive platforms for closer coordination to identify opportunities for innovation and the adoption and integration of new technologies, such as Advanced Air Mobility (AAM) to keep pace with global advancement in information technology, artificial intelligence, etc. and future evolving technologies and sciences;

11) Recognizing that only universal participation in the international air law treaties adopted under the auspices of ICAO would secure and enhance the benefits of unification of the international rules which they embody, with particular priority to be given to the Protocols of Amendment to the Convention on International Civil Aviation which have not yet entered into force;

12) The Second Asia Pacific Ministerial Conference, therefore, agrees to the Asia and Pacific Ministerial Declaration on Civil Aviation (Delhi) and the Ministers commit to the following:

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

1.1 Support and continue efforts towards the realization of the Beijing Declaration commitments, especially pursuing cooperative progress on commitments relating to aviation safety oversight capability, State Safety Programme (SSP) implementation, certification of aerodromes used for international operations, the timely implementation of the Asia/Pacific Seamless Air Navigation Service (ANS) Plan, and supporting the establishment of independent accident investigation authorities.

### **2.0 Effective Implementation of ICAO Global Plans**

2.1 Undertake to support the effective implementation of the ICAO Global Aviation Safety Plan (GASP), Global Air Navigation Plan (GANP) and Global Aviation Security Plan (GASeP) and associated Regional plans, which include detailed guidance to assist States/Administrations in complying with ICAO's Standards and Recommended Practices (SARPs).

### **3.0 Aviation Safety**

3.1 Continue efforts and cooperation to uphold aviation safety as a key priority, carrying out effective safety oversight and safety management activities, joining forces to share safety information and fostering a strong and positive safety culture.

3.2 Strive to achieve the current GASP, in particular, prioritize and commit resources to achieve the following goals:

- a) Improve scores for the effective implementation (EI) of the critical elements (CEs) of the States/Administrations safety oversight system;
- b) Work towards an effective SSP;
- c) Endeavour not to have any Significant Safety Concerns (SSCs) under the USOAP Continuous Monitoring Approach (CMA) and to resolve any future SSCs within the time frame agreed with ICAO;
- d) Collaborate with States/Administrations and the aviation industry through the Regional Aviation Safety Group (RASG) to organize capability-building events for the Region and implement Safety Enhancement Initiatives (SEIs) as stipulated in the Regional Aviation Safety Plan (RASP); and

- e) Develop and publish a National Aviation Safety Plan (NASP).

#### **4.0 Air Navigation Services**

4.1 Commit to resources in modernization and innovation in Air Navigation Services, in tandem with developments in the airport and airline capacity, to support recovery and meet future demand for air travel and new entrants.

4.2 Commit to implement the ICAO Standards and Procedures for Air Navigation Services (PANS), and the Asia/Pacific Seamless ANS Plan (including prioritized GANP elements) and its subsidiary plans to enhance ANS capacity and harmonization in the Asia and Pacific Region focusing on as a matter of priority:

- a. Phase I, II and III of the Asia/Pacific Regional Aeronautical Information Management (AIM);
- b. Improved Airspace Safety and Capacity through the implementation of more efficient Air Traffic Control (ATC) separation minima;
- c. Performance Based Navigation (PBN) implementation in accordance with ICAO Assembly Resolution A37-11 on Global PBN Goals;
- d. Common Ground/Ground Telecommunication Infrastructure to support ANS applications;
- e. Expediting the implementation of ICAO provisions related to System Wide Information Management (SWIM);
- f. Enhanced civil/military cooperation;
- g. Enhanced Surveillance capability for improved Safety and Efficiency;
- h. Air Traffic Flow Management (ATFM) and Airport Collaborative Decision Making (A-CDM) implementation;
- i. Air Traffic Management (ATM) contingency planning, in coordination with neighbouring States/Administrations;
- j. Air navigation in national planning frameworks such as National Development Plans (NDPs) supported by National Air Navigation Plans (NANP); and
- k. Enhancement of safety risk assessment capability.

4.3 Share best practices, resources and capability in the provision of ANS, including Aeronautical Search and Rescue (SAR), Meteorological Services for International Air Navigation (MET) and Air Traffic Flow Management (ATFM) through Regional cooperation and enhanced coordination.

4.4 Work collaboratively through ICAO and Regional collaborative platforms towards Seamless ANS, including Flight and Flow Information for a Collaborative Environment (FF-ICE) and Trajectory-Based Operations (TBO) to support future traffic growth and sustainability.

## 5.0 Aviation Security

5.1 Commit to continuing efforts and cooperation to uphold aviation security as a key priority, carry out effective aviation security oversight, enhance compliance with relevant ICAO aviation security and security-related Standards, joining forces to share security information as appropriate and foster a positive security culture.

5.2 Strive to achieve the aspirational goal of the GAsEP as established, in particular, prioritize and commit resources to achieve the following objectives:

- a) Improve score for the effective implementation (EI) of the critical elements (CEs) of the States/Administrations security oversight system;
- b) Endeavour not to have any Significant Security Concerns (SSeCs) under the USAP Continuous Monitoring Approach (CMA) and to resolve any future SSeCs within the time frame agreed with ICAO;
- c) Collaborate through Regional multilateral Forums such as; the Regional Aviation Security Coordination Forum (RASCF) to assist States/Administrations to achieve compliance with the relevant aviation security and security-related Standards.

## 6.0 Facilitation

6.1 Consistent with the facilitation-related Decisions of the ICAO 41<sup>st</sup> Assembly Session in October 2022 and the outcomes of ICAO's High-Level Conference on COVID-19 in 2021, strive to ensure coordination between civil aviation and various stakeholders, including the health authorities, to allow seamless implementation of ICAO Annex 9 — *Facilitation* and the ICAO's Facilitation Programme, including relevant health related provisions and the five key elements of the ICAO Traveller Identification Programme Strategy, and taking into account a multi-layered risk-based approach to establish national health and other facilitation measures.

## 7.0 Gender Equality

7.1 Demonstrate States/Administrations commitment to promote and encourage the aviation sector to take the necessary measures to strengthen gender equality by supporting policies, as well as the establishment, development and improvement of strategies and programmes to further women's careers within the aviation sector.

## 8.0 Resourcing for Civil Aviation

8.1 Commit to providing Civil Aviation Authorities/Administrations in the Region with the necessary autonomy and powers, sustainable sources of funding and resources to carry out effective safety and security oversight and regulation of the aviation industry or alternatively, as may be appropriate, consider establishing and delegating responsibilities to an RSOO (Regional Safety Oversight Organization) that can effectively support regulatory oversight for aviation safety and security.

8.2 Urge Asia and Pacific States /Administrations, other ICAO Member States, international assistance and donor partners, as well as financial institutions to enhance cooperation and provide technical expertise, resources and funding support for technical assistance, capacity-building initiatives and the implementation of the above commitments/actions in the Asia and Pacific Region.

## **9.0 Aviation Environment Protection**

9.1 Encourage Asia and Pacific States/Administrations to continue their efforts and work together to reduce emissions and other environmental impacts of aviation.

## **10.0 Ratification of International Air Law Treaties**

10.1 Encourage Asia and Pacific States, which so far have not done so, to ratify the Amendments to the *Convention on International Civil Aviation*, in particular, the amendments to Articles 50 (a) and 56 adopted by the ICAO Assembly 39<sup>th</sup> Session in 2016, as soon as possible.

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

— END —

## **Appendix B**

See the attached power point presentation.





SAFE SKIES.  
**SUSTAINABLE  
FUTURE.**



| ICAO



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

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

### Plenary Session

Raphael Guillet

*Chief of ICAO Asia and Pacific Regional Sub-Office (APAC RSO)*

*Sendai, Japan, July 2025*



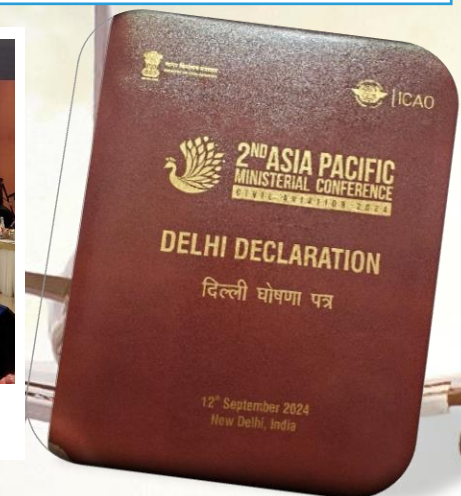
# First Asia/Pacific Ministerial Conference on Civil Aviation

- ✈ Held in **Beijing, China**  
from 31 January to 1 February 2018
- ✈ Organized by ICAO and hosted by  
the Civil Aviation Administration of China



# Second Asia/Pacific Ministerial Conference on Civil Aviation

- ✈ Held in **New Delhi, India**  
from 11 to 12 September 2024
- ✈ Organized by ICAO and hosted by the  
Ministry of Civil Aviation, India



# Intended Benefits of the Declarations

- ✈ High-level Regional Commitments
- ✈ Benchmark for States to assess progress
- ✈ Strong support to the Civil Aviation Authorities
- ✈ Demonstrate High level commitment to public, industry and investors



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

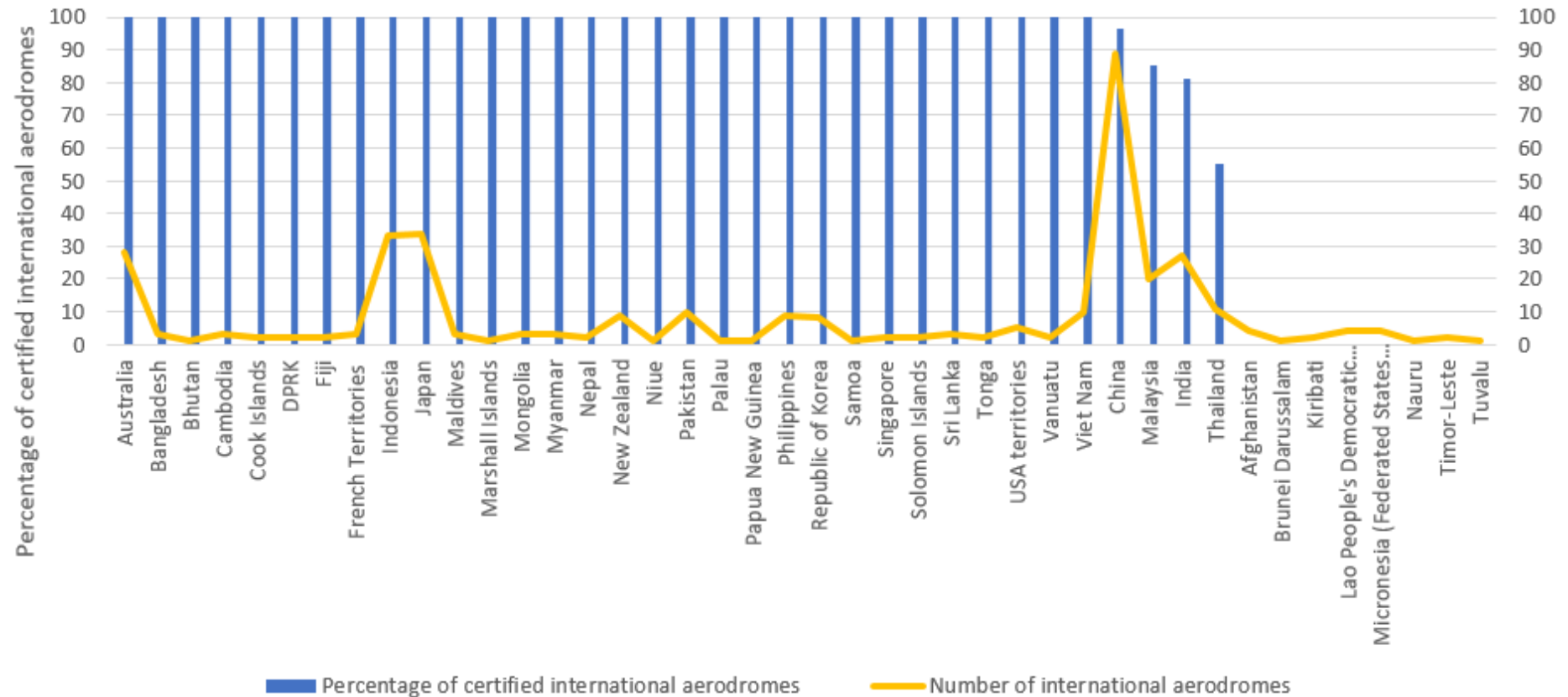


Certify all aerodromes used for international operations **by 2020**



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

Certified International Aerodromes in APAC



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

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

## Certification of international aerodromes

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

### Recommendation :

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

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

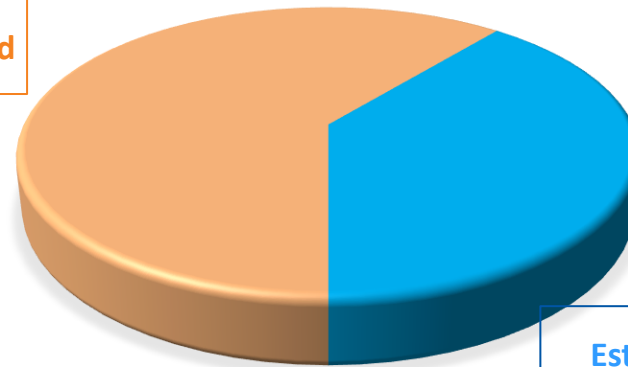
7

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

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

## Establishment of AAIAA

Not  
Established



Established

**Only 40% of APAC  
States/Administrations**

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

# 3.0 Aviation Safety

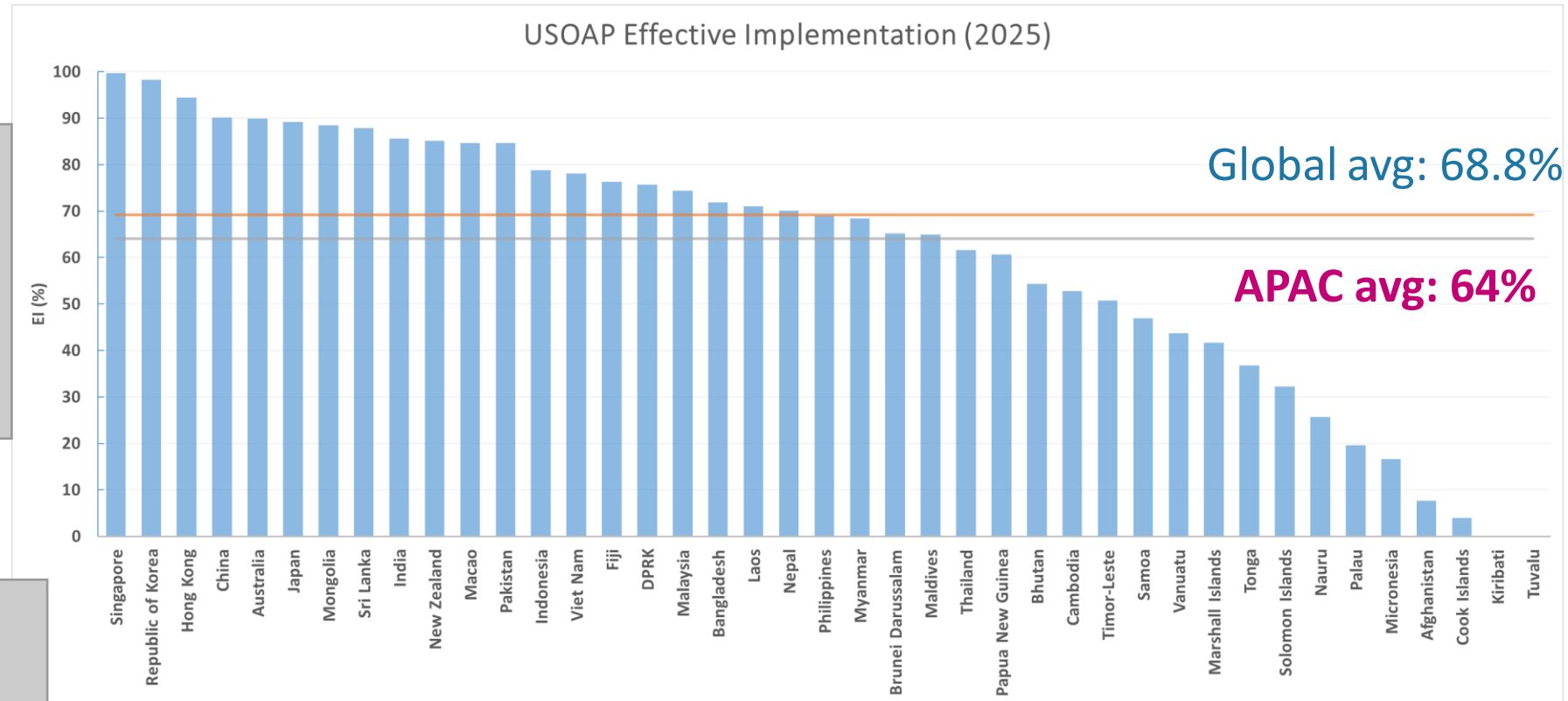
## 3.2 a) USOAP Effective Implementation (EI)



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



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



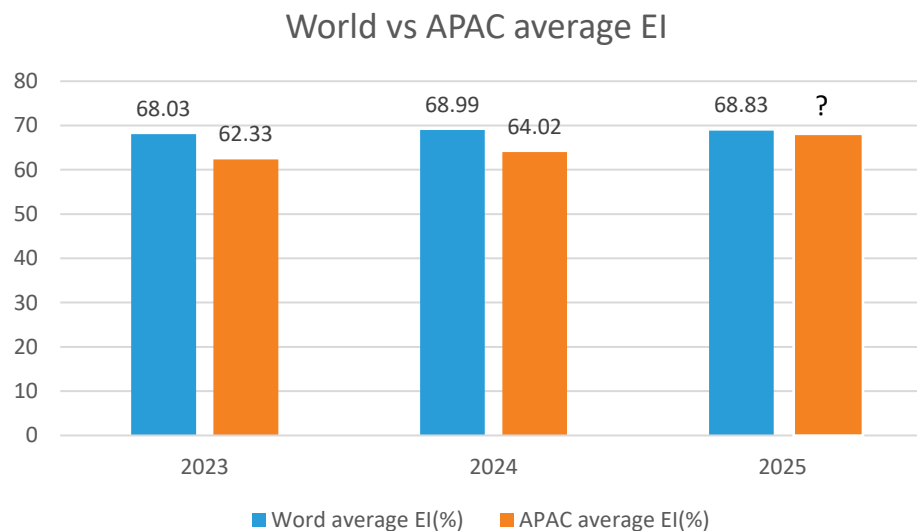
=> Commitment not met



## 3.2 a) USOAP Effective Implementation (EI)

9

### Progress since DGCA 59



=> Closing gaps in EI scores

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

## 3.2 b) State Safety Programme (SSP)

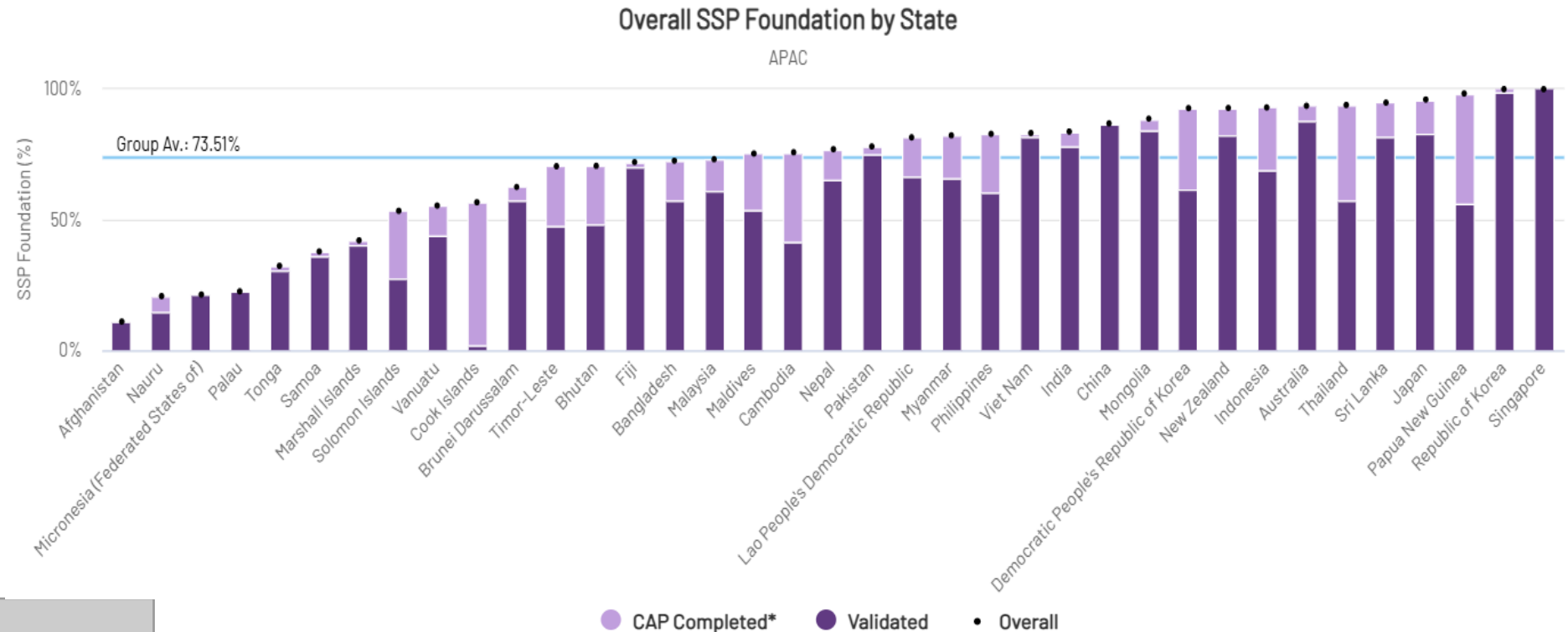
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b) Work towards an effective SSP



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



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

## 3.2 b) State Safety Programme (SSP)

✈ Status in July 2025:

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

Considering 75% EI as a GASP Target to be achieved

## 3.2 c) Significant Safety Concerns (SSCs)



Endeavour not to have any Significant Safety Concerns (SSCs) under the USOAP Continuous Monitoring Approach (CMA), and to resolve any future SSCs within the time frame agreed with ICAO

One APAC State has one SSC  
in Air Navigation

# 3.2 d) Implement Safety Enhancement Initiatives (SEIs)



Collaborate with States/Administrations and the aviation industry through the Regional Aviation Safety Group (RASG) to organize capability-building events for the Region and implement Safety Enhancement Initiatives (SEIs) as stipulated in the Regional Aviation Safety Plan (RASP);

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

Monitoring Tools

ICAO • OACI • WFP

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

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

super admin

naspi library

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

## 3.2 e) National Aviation Safety Plan (NASP)



Develop and publish a  
National Aviation Safety  
Plan (NASP)

**So far 16 APAC  
States/Administrations have  
published their NASPs**

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

# 4.0 Air Navigation Services

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



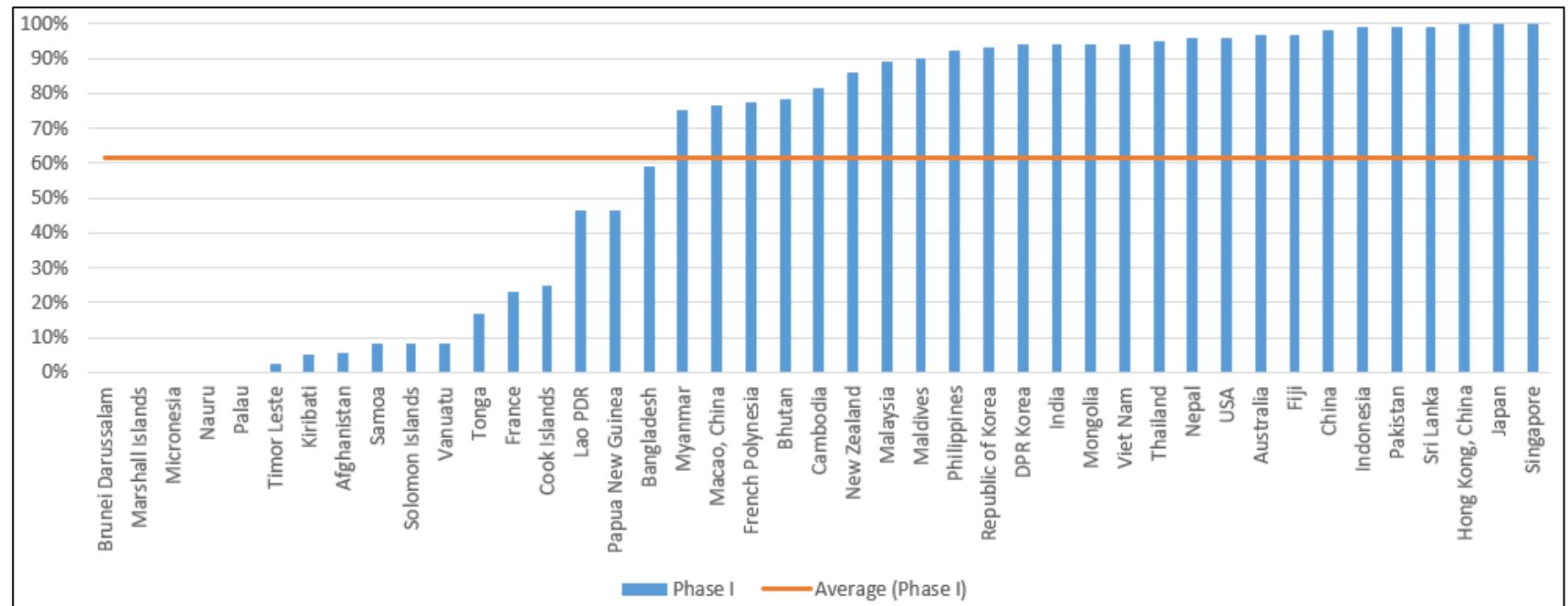
Transitioning from  
AIS to AIM



Regional AIM Plan  
Monitoring and Reporting

### ✈ Phase I (Consolidation existing SARPS)

- immediate implementation
- current status = 62% (54% in 2021)



## 4.2 a) Aeronautical Information Management (AIM) (2/3)

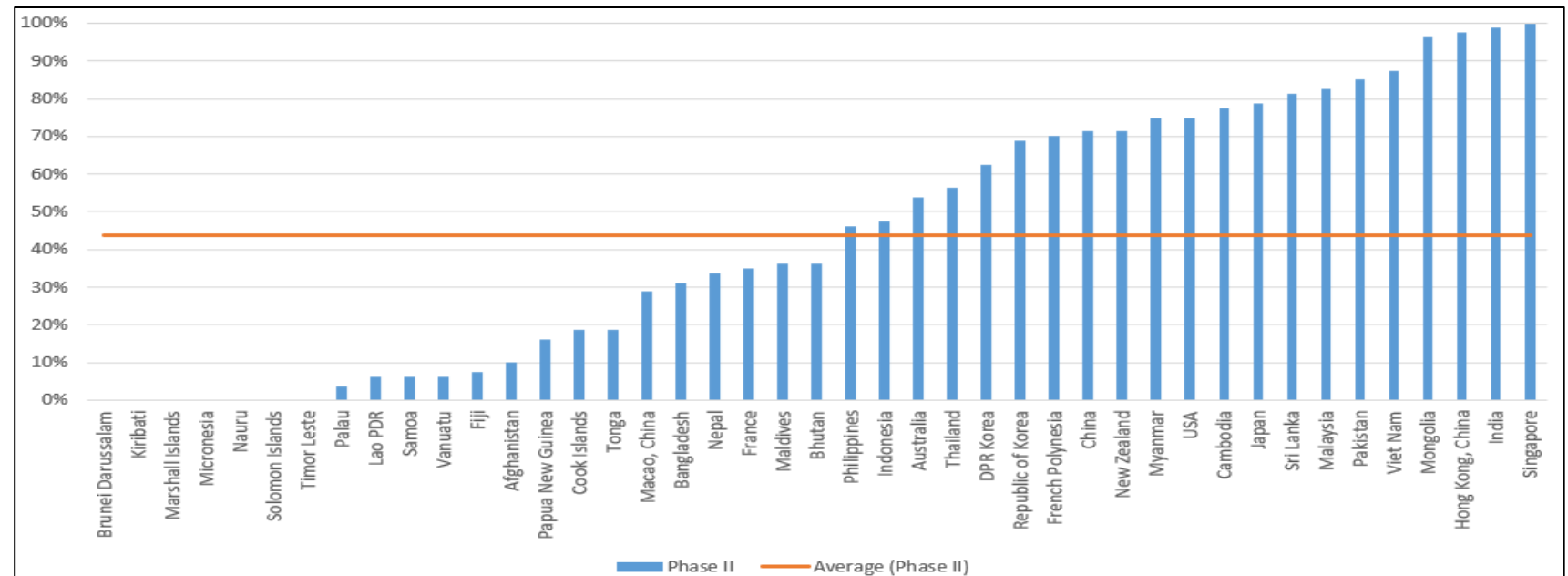


Transitioning from  
AIS to AIM



Regional AIM Plan  
Monitoring and Reporting

- ✈ Phase II (Going Digital)
  - target November 2019
  - current status = 44% (38% in 2021)
- ✈ Overall Phase I & Phase II = 54% (48% in 2021)





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

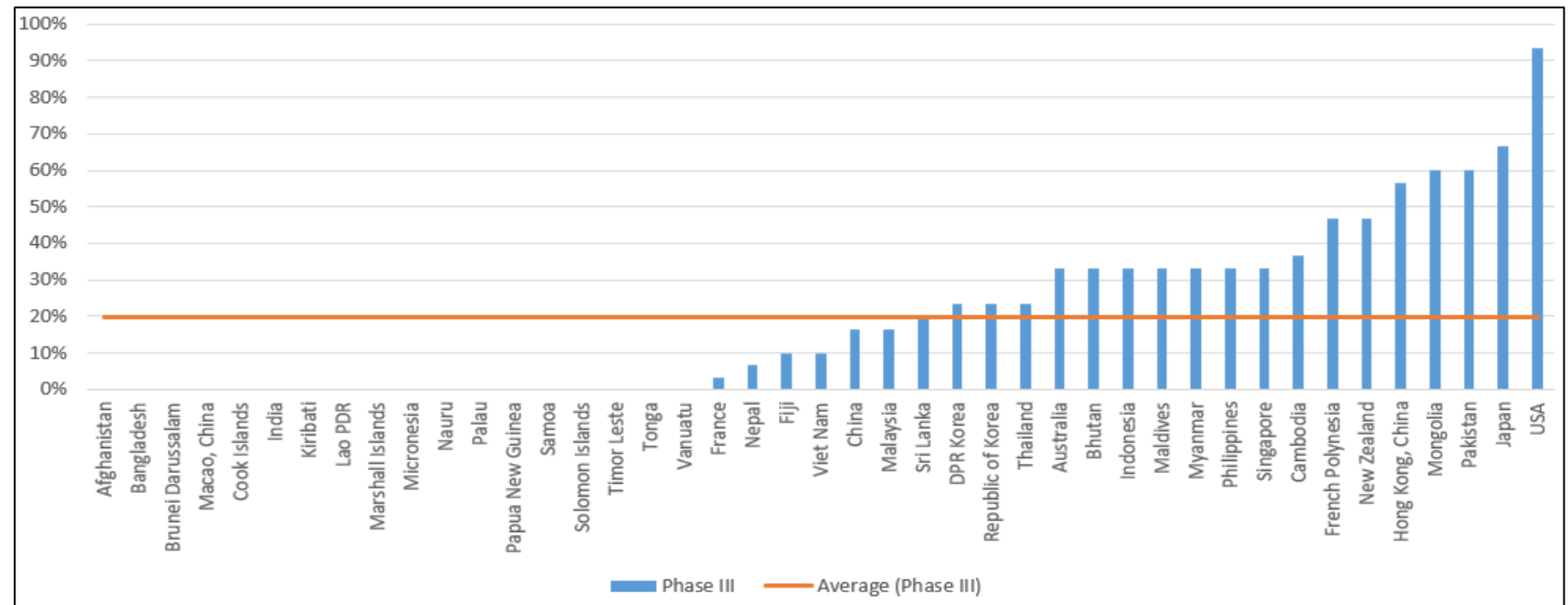


Transitioning from  
AIS to AIM



Regional AIM Plan  
Monitoring and Reporting

- ✈ Phase III (including SWIM-dependent AIM)
  - Target November 2025
  - Current Status = 20% (12% in 2021)



## 4.2 a) Aeronautical Information Management (AIM)

Poor implementation of AIM across the APAC Region.

ICAO APAC Regional Office remains very concerned by the widespread lack of State and ANSP organizational understanding of the safety-critical need for robust and quality-managed AIS/AIM implementation.

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

- Currently, ATC spacing between aircraft at the same level within FIRs is assessed based on the following criteria:
  - Category R - Acceptable standard:  $\leq 50$  NM
  - Category S - Acceptable standard: 5 NM
  - Category T - Acceptable standard: 5 NM
  
- ATC separations at Inbound FIR transfer of control (TOC) points is assessed based on the following criteria:
  - Category R/S  $\rightarrow$  R TOC - Acceptable standard:  $\leq 50$  NM
  - Category R  $\rightarrow$  S TOC - Acceptable standard:  $\leq 50$  NM
  - Category S  $\rightarrow$  S TOC - Acceptable standard:  $\leq 10$  NM

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

- Following the recommendations of *AN-Conf/14, Recommendation 3.1/1 – Project 30/10 – Optimized Implementation of Longitudinal Separation Minima*, the assessment criteria for regional ATC separation minima will be updated as follows:
  - **Oceanic and remote airspace** (Category R) - Acceptable standard: **≤ 55.5 km (30 NM)**
  - **Elsewhere** (Category S) - Acceptable standard: **19 km (10 NM)**
- The *Annual ATC Separation Standards Survey* plan to be updated at ATM/SG/13 (August 2025), for States to report status no later than 28 February 2026.
- A status report based on the revised assessment criteria will be provided at DGCA/61.

## 4.2 c) Performance Based Navigation (PBN)

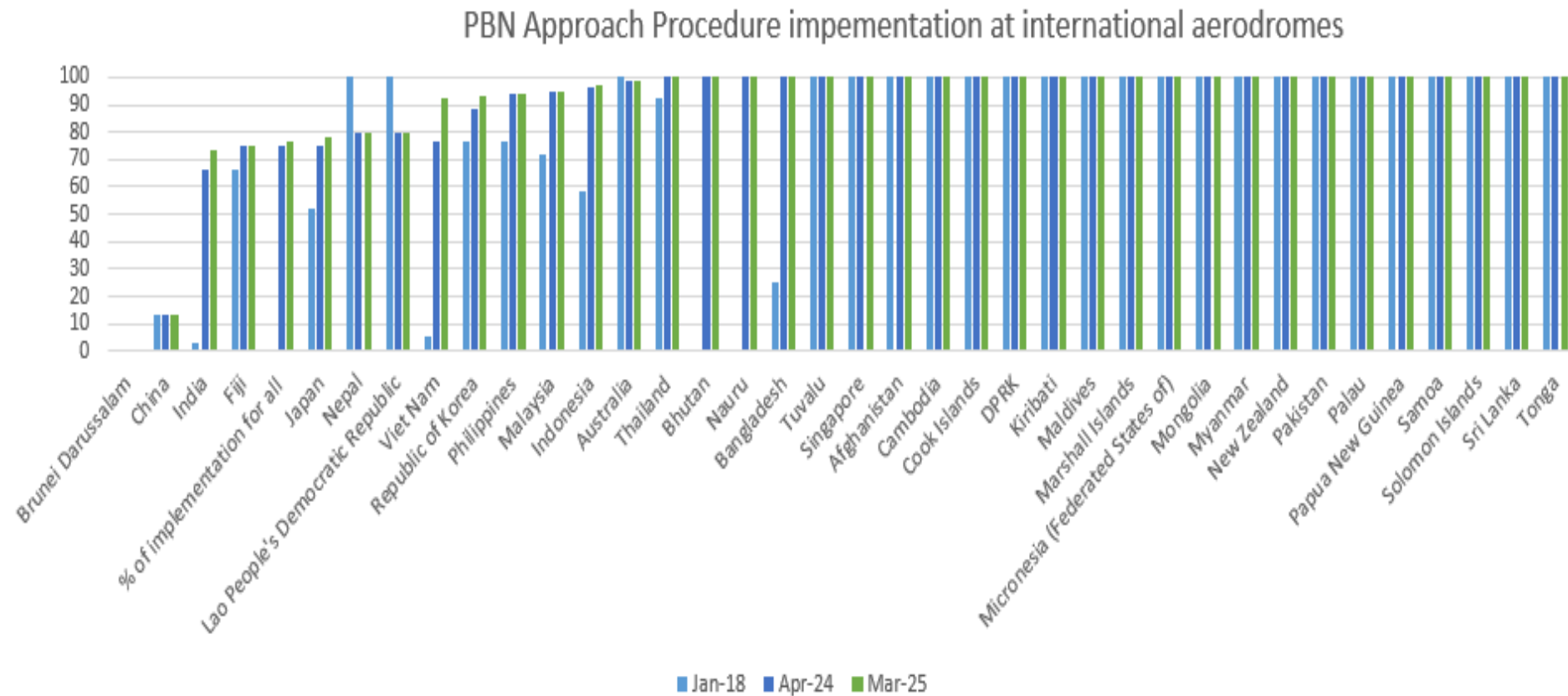
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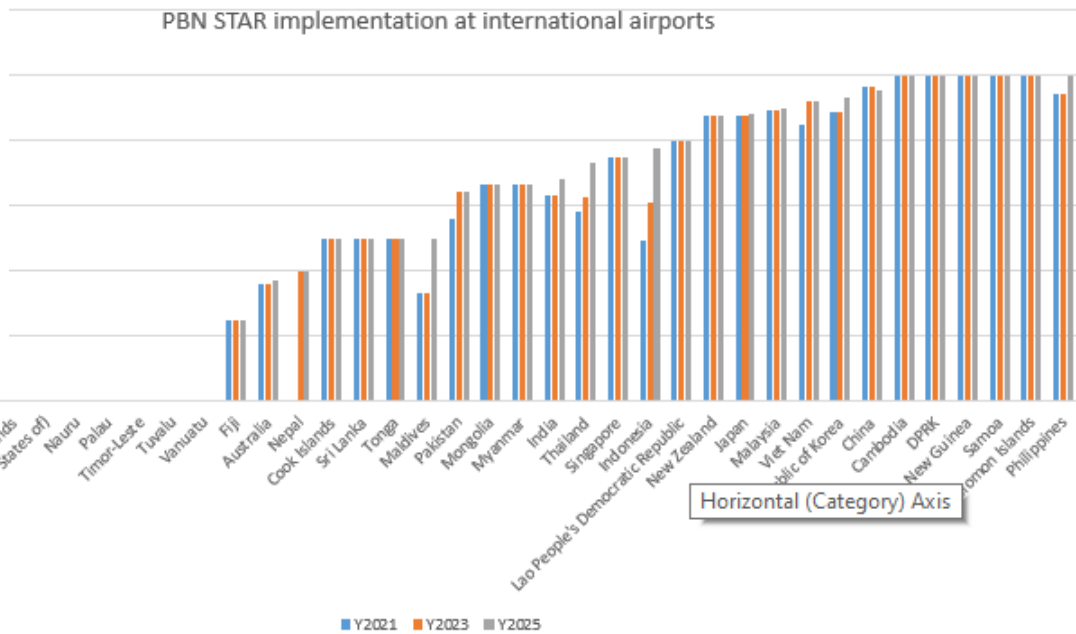
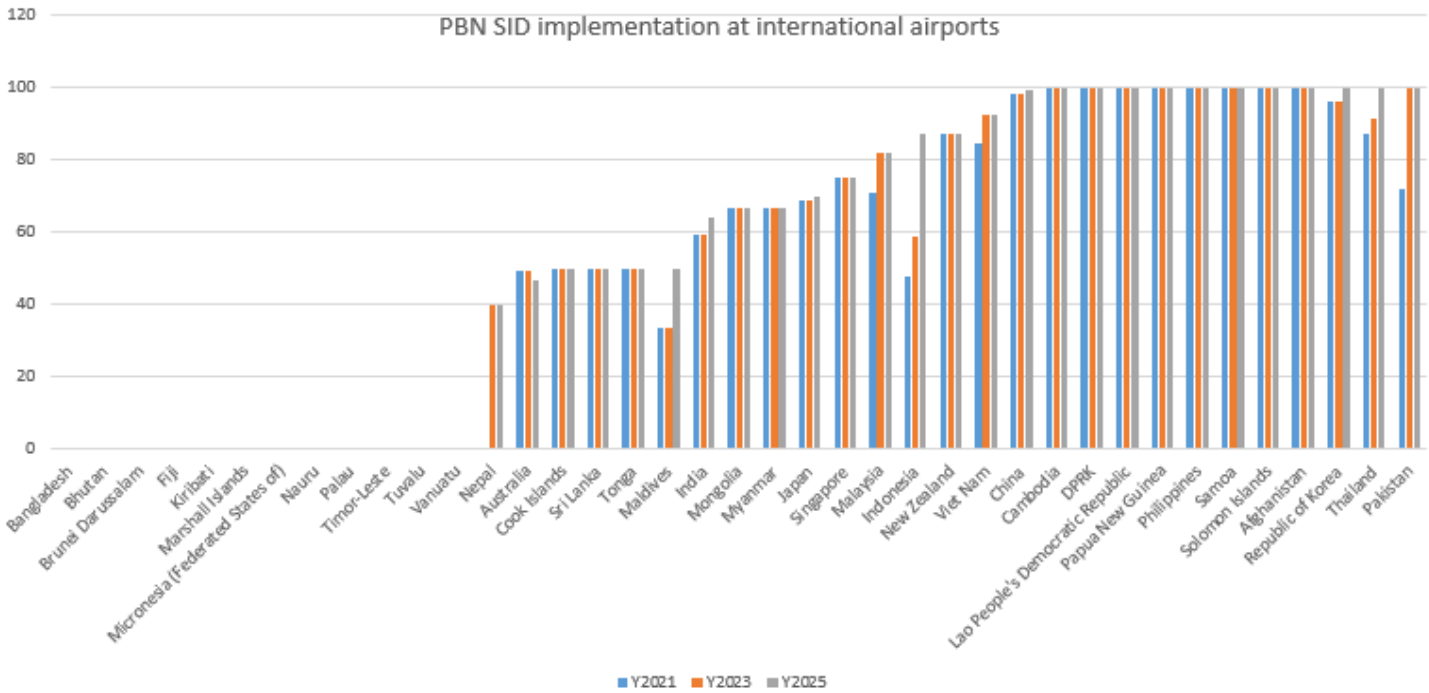
PBN implementation  
by 2022



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



# 4.2 c) Performance Based Navigation (PBN)



## 4.2 c) Performance Based Navigation (PBN)

The APAC region is progressing well in implementing GBAS and SBAS systems which provide geometric guidance on final approach, independent of pressure and temperature.

Australia and Japan have published  
GLS procedures based on GBAS

India, Japan and ROK have published  
LPV procedures based on SBAS

## 4.2 d) Ground telecommunication infrastructure

24



Common ground/ground telecommunication infrastructure to support ANS applications



ICAO

CNS Meetings- CRV OG/13

- ✈ **26** States/Administrations (compared to 20 last year) have joined CRV and implemented operations: Australia, Bhutan, Cambodia, China, Hong Kong China, Macau China, Fiji, French Polynesia, India, Indonesia, Japan, Malaysia, Maldives, Mongolia, Myanmar, Nepal, New Zealand, Pakistan, Philippines, PNG, Republic of Korea, Sri Lanka, Singapore, Thailand, USA and Vietnam.
- ✈ **10** States (Bangladesh, Brunei, Cook Islands, Lao PDR, New Caledonia, Oman, Niue, Samoa and Tonga) are in the process of joining CRV.



## 4.2 d) Ground telecommunication infrastructure

25



Common ground/ground telecommunication infrastructure to support ANS applications



ICAO

ACSICG/12 Meeting

- ✈ **33** States/Administrations (Australia, Bangladesh, Bhutan, Brunei, Cambodia, China, Hong Kong China, Macau China, DPRK, Fiji, French Polynesia, India, Indonesia, Japan, Kiribati, Lao PDR, Malaysia, Maldives, Mongolia, Myanmar, Nepal, New Caledonia, New Zealand, Pakistan, Philippines, PNG, Republic of Korea, Singapore, Sri Lanka, Thailand, Tonga, USA, Vanuatu, and Vietnam) have implemented AMHS.

## 4.2 e) SWIM Implementation



Expediting the  
implementation of ICAO  
provisions related to System  
Wide Information  
Management (SWIM)



SWIM TF/10 Meeting



Indicators to measure SWIM implementation in the APAC region are under development, and the latest status of APAC States/Administrations' readiness for SWIM implementation will be shared with the DGCA/61 Conference.

## 4.2 f) Civil Military Cooperation



An enhanced level of  
civil/military cooperation



Seamless ATM reporting  
(Nov. 2020)

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

Given that lack of civil/military cooperation is a significant factor in the Asia/Pacific's relatively poor ATM efficiency compared to more developed areas of the world, the regional progress is well behind expectation for these elements.

## 4.2 g) Surveillance capability



Enhanced Surveillance  
capability for improved  
Safety and Efficiency



ICAO

SURICG/10 Meeting

**31** States/Administrations (Afghanistan, Australia, Bangladesh, Brunei, Bhutan, Cambodia, China, Hong Kong China, DPRK, Fiji, French Polynesia, India, Indonesia, Japan, Lao PDR, Malaysia, Maldives, Mongolia, Myanmar, Nepal, New Caledonia, New Zealand, Pakistan, Philippines, PNG, Republic of Korea, Sri Lanka, Singapore, Thailand, USA and Vietnam) installed ADS-B ground stations.

**11** States (Australia, China, Hong Kong China, Fiji, India, Indonesia, Malaysia, New Zealand, Singapore, Sri Lanka, and USA) issued ADS-B mandates.

**14** (Australia, Brunei, China, Hong Kong China, India, Indonesia, Lao PDR, Malaysia, Myanmar, Philippines, PNG, Thailand, Singapore, and Vietnam) States are sharing ADS-B data.

## 4.2 h) Air Traffic Flow Management (ATFM) / Collaborative Decision Making (CDM)



ATFM/CDM  
implementation for high  
density airports



Regional ATFM Plan  
Monitoring and Reporting,  
APAC A-CDM Implementation  
Survey and APA-CDM/TF/6  
Meeting

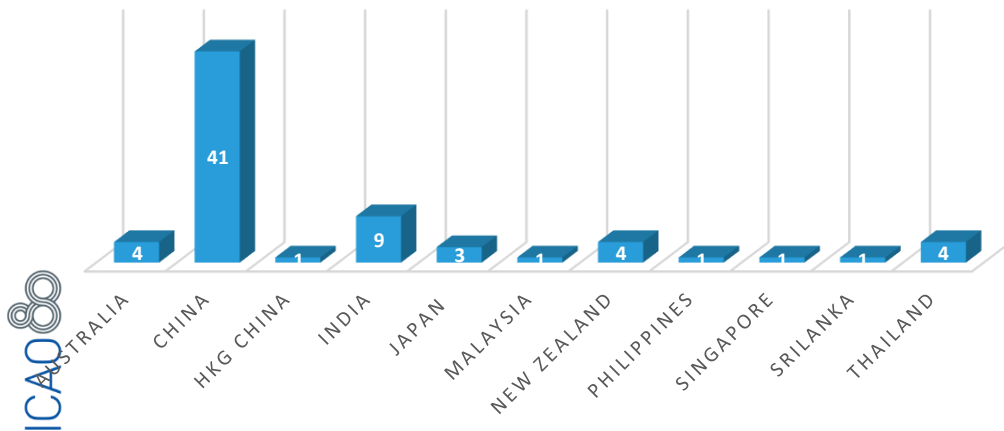
Two indicators have been selected:

- Number of international high-density airports with Airport-CDM implemented, and
- High-density FIRs and FIRs supporting Major Traffic Flows and high-density aerodromes with ATFM/CDM implemented
  - High-density airport = airport with 100,000 scheduled movements per annum or more (APAC Seamless ANS Plan)

## 4.2 h) Air Traffic Flow Management (ATFM) / Collaborative Decision Making (CDM)

Status of A-CDM Implementation at  
International High Density Airports in APAC

ACDM IMPLEMENTAION  
AIRPORTS(INCLUDING PLANNED)-1ST APRIL  
2025

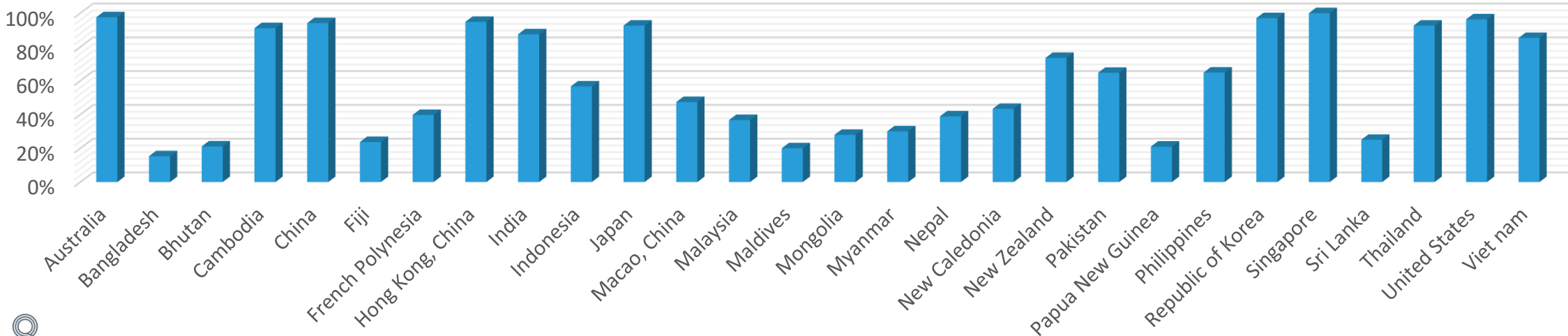


Total number of international  
high-density airports = **73** (pre  
COVID-19)

**69** of them had implemented or  
are planning to implement A-  
CDM (56 last year)

# 4.2 h) Air Traffic Flow Management (ATFM) / Collaborative Decision Making (CDM)

ATFM Implementation Status 1st April 2025

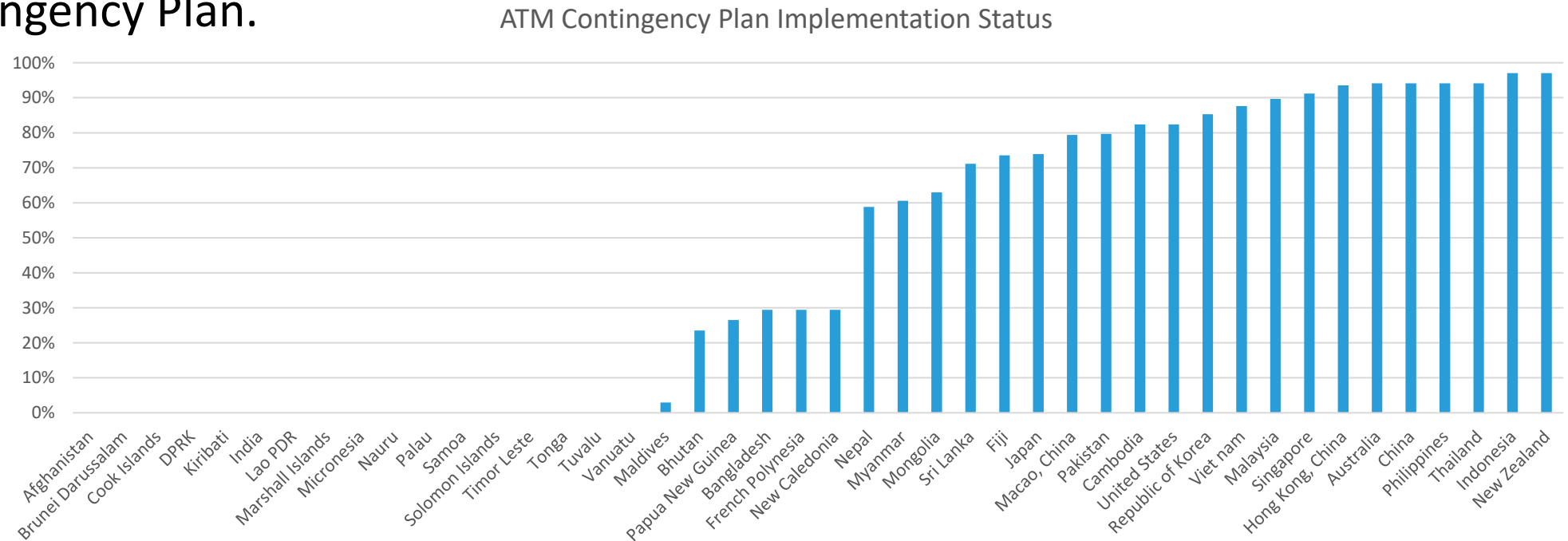


## 4.2 i) ATM Contingency Planning

32

### Asia/Pacific Region ATM Contingency Plan

- Current version: [Version 3 \(August 2019\)](#).
- Only nine APAC Administrations reported “Robust” implementation of ATM Contingency Plan.





## 4.2 i) ATM Contingency Planning

### Updating of Asia/Pacific Region ATM Contingency Plan

- **AAC Workstream 3 achievements:**
  - developed a new regional contingency framework
  - presented at the ICAO APAC/MID ATM Contingency Planning Workshop in June 2024.
- **Global development:** ICAO HQ is working on a comprehensive global contingency framework.
- **Next step:** Asia/Pacific Region ATM Contingency Plan (Version 4.0) will be released following the publication of the global framework.
- **Monitoring & Reporting:** The *Regional ATM Contingency Plan Monitoring and Reporting Form* will be updated accordingly.

## 4.2 j) National Air Navigation Plan



Include air navigation in national planning frameworks such as National Development Plans (NDPs) supported by National Air Navigation Plans

Few States have reported to the Regional Office having developed or commenced a National Air Navigation Plan (NANP)

- ❖ A template is now available on APAC eDocuments web-page, under the ATM section (Seamless ANS Plan sub-section).
- ❖ A template and associated guidance material for NANPs are under development by ICAO HQ, and will be made available in the GANP Portal.
- ❖ With the introduction of a global NANP template, the regional template is expected to be withdrawn.



Number of States reporting National Air Navigation Plan (NANP)

## 4.2 k) Enhancement of Safety Risk Assessment Capability

35

- The 2024 edition of USOAP CMA PQs comprises, along with an editorial and references review of the existing PQs, the incorporation of **SMS** related PQs to the areas of PEL, OPS, AIR, **ANS** and AGA.
- Indicators for assessing States' safety risk assessment capability in APAC region are being identified from the 2024 edition of USOAP CMA PQs.
- Status of APAC States' capability on safety risk assessment will be shared at the DGCA/61 Conference.

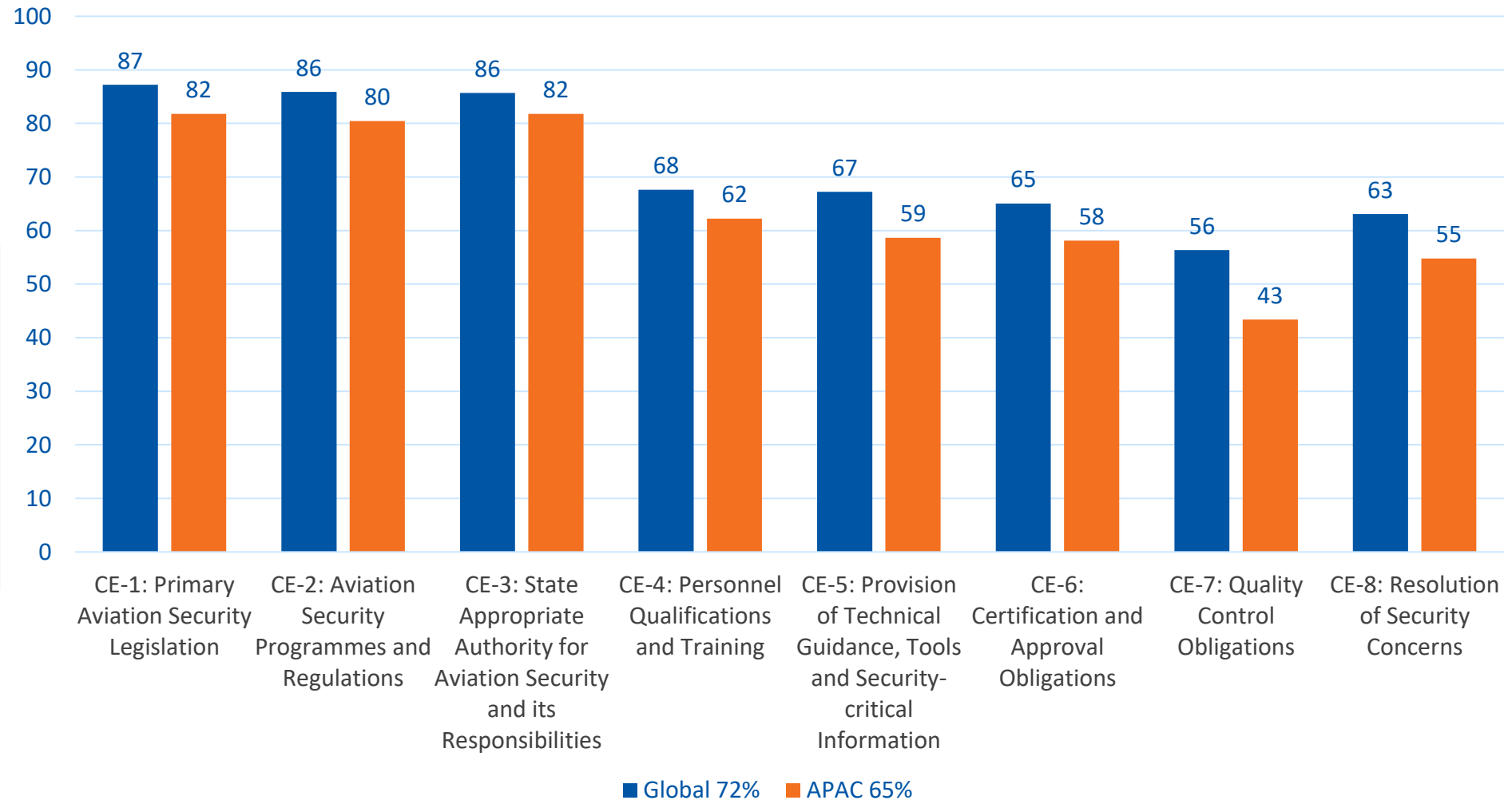
# 5.0 Aviation Security

## 5.2 a) USAP Effective Implementation (EI)

36



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



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



Endeavour not to have any Significant Security Concerns (SSeCs) under the USAP Continuous Monitoring Approach (CMA) and to resolve any future SSeCs within the time frame agreed with ICAO;



Collaborate through Regional multilateral Forums such as; the Regional Aviation Security Coordination Forum (RASCF) to assist States/Administrations to achieve compliance with the relevant aviation security and security-related Standards.

3 APAC States have  
a total of 9 SSeCs

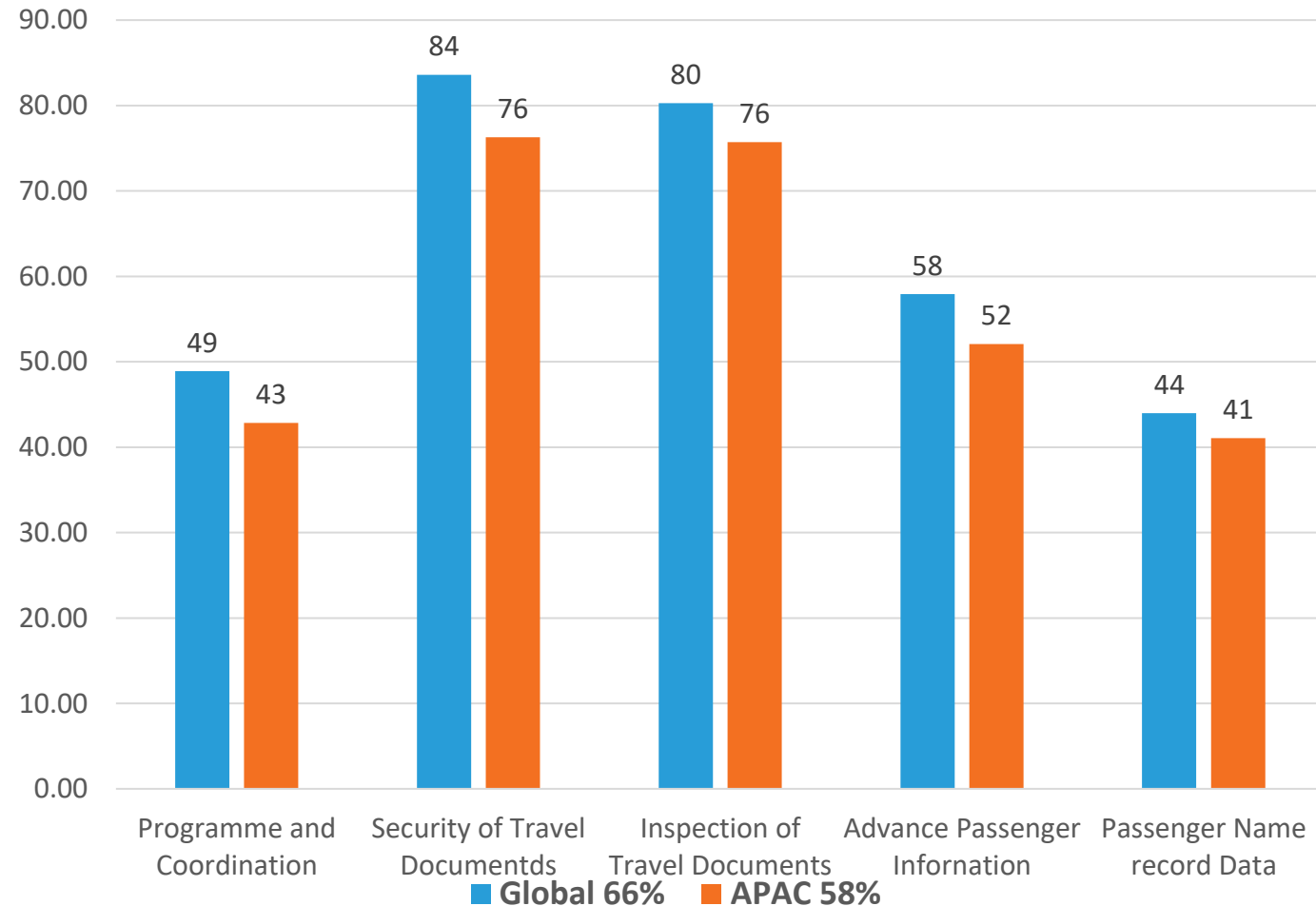
13th Session of the RASCF  
conducted in 2025

# 6.0 Facilitation

38



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



# 7.0 Gender equality



Demonstrate States/Administrations commitment to promote and encourage the aviation sector to take the necessary measures to strengthen gender equality by supporting policies, as well as the establishment, development and improvement of strategies and programmes to further women's careers within the aviation sector



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

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

# 8.0 Resourcing for Civil Aviation

40



Commit to providing Civil Aviation Authorities/Administrations in the Region with the necessary autonomy and powers, sustainable sources of funding and resources to carry out effective safety and security oversight and regulation of the aviation industry



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

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

Status of above PQs is one of the indicators of resourcing



# 9.0 Aviation Environment Protection

## Reduce emissions and other environmental impacts of aviation

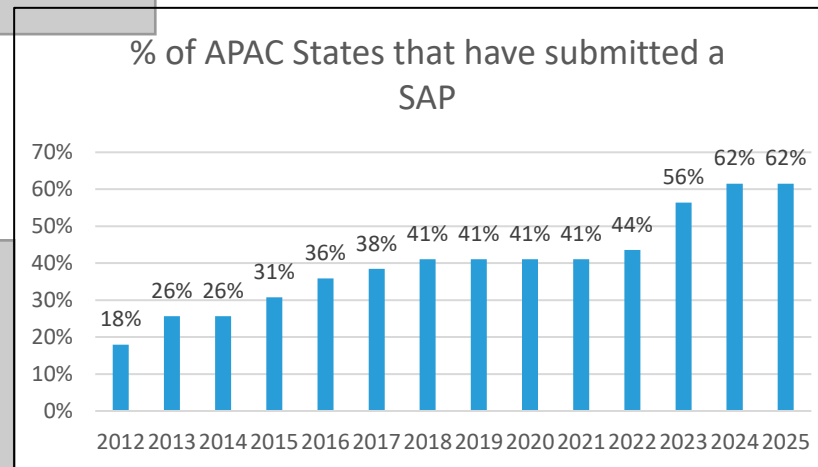
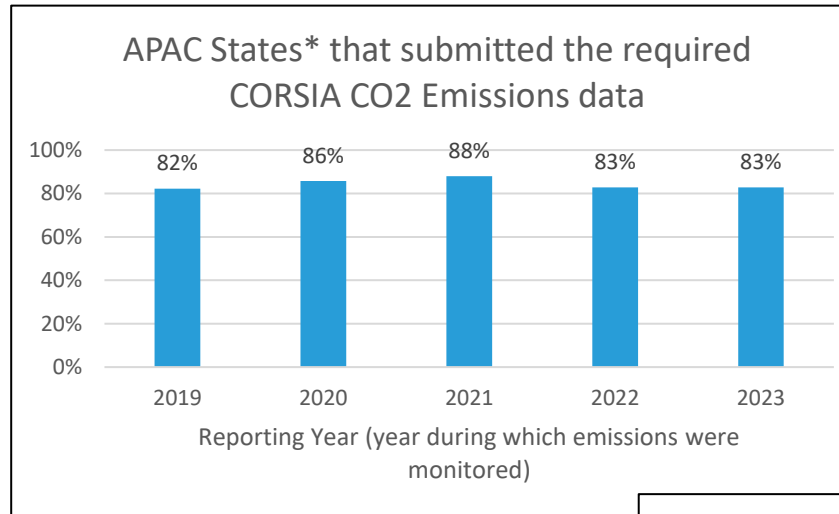


### COMMITMENT

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



**Indicators:** The reduction in greenhouse gas emissions from aviation, noise pollution, air quality, and ecological footprint.

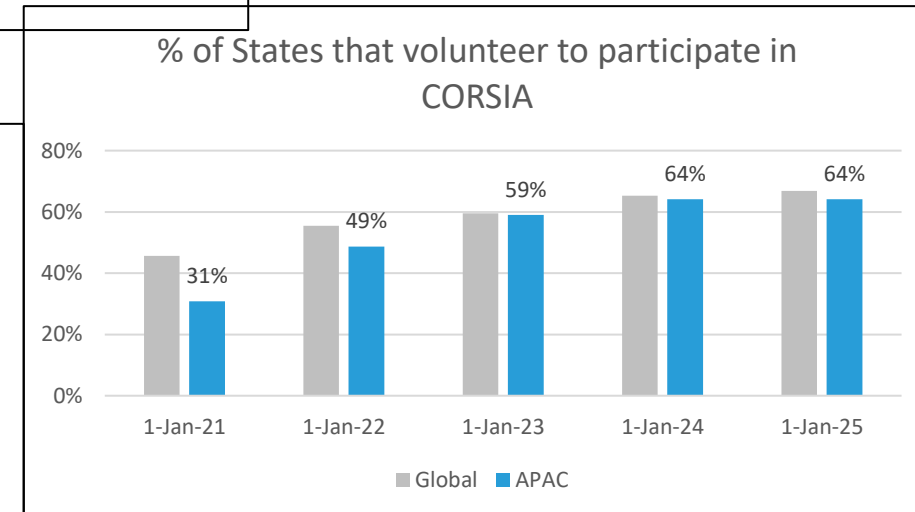


### ICAO APAC Office assistance activities

- Webinars and Workshops on CORSIA and SAP
- Regional Seminar on ENV

### ACT-CORSIA Buddy Partnership Training

- Singapore
- Republic of Korea
- Japan



# 10 Ratification of International Air Law Treaties

42

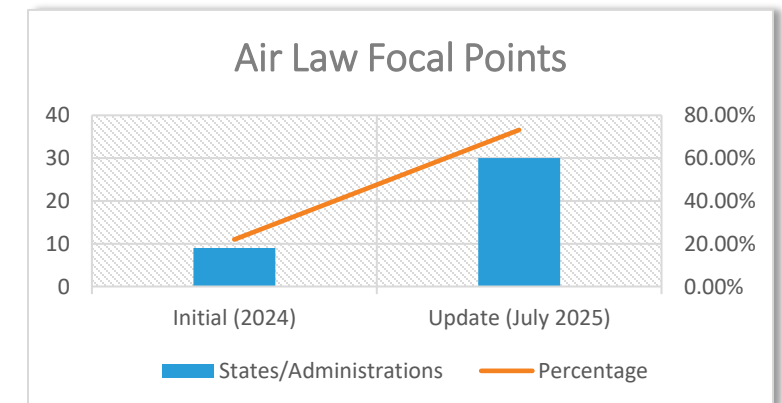


- Encourage Asia and Pacific States, which so far have not done so, to ratify the Amendments to the Convention on International Civil Aviation, in particular, the amendments to Articles 50 (a) and 56 adopted by the ICAO Assembly 39th Session in 2016, as soon as possible.
- Encourage Asia and Pacific States to consider becoming parties to the international air law treaties that they have not yet ratified.



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

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



## Implementation of Delhi Declaration commitments

- ✈ Progress has been noted and some indicators for new commitments need to be defined.
- ✈ States are invited to collaborate and work towards achieving the commitments of the Delhi Declaration.
- ✈ Commitments may need to be reviewed once new GANP/GASP are endorsed by the 42<sup>th</sup> ICAO Assembly.

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# Thank You

