International Civil Aviation Organization
Asia and Pacific Office

The 23rd Southeast Asia Regional Aviation Safety Team (SEARAST/23) and National Coordinators Meeting

(Bangkok, Thailand, **21 – 22 January 2025***)*

Agenda Item 2:   Updates from the APAC Ministerial Conference (Delhi Declaration) and 59th DGCA Conference

COSCAP-SEA's Position on the Beijing Declaration

(Presented by the CTA)

SUMMARY

During the first ICAO APAC Ministerial Conference on Civil Aviation in 2018, APAC Ministers committed to high-priority objectives and deliverables in aviation safety and efficiency (Beijing Declaration). This paper provides an overview of the current progress made by COSCAP-SEA Member States in implementing these commitments, focusing on Safety, Certification of International Aerodromes, and Accident Investigation

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1.   INTRODUCTION

1.1   At the ICAO APAC Ministerial Conference on Civil Aviation held in Beijing from 31 January to 1 February 2018, civil aviation ministers adopted the Beijing Declaration, committing to key aviation safety and efficiency objectives. These include enhancing safety oversight, implementing State Safety Programmes (SSPs), achieving aerodrome certification, ensuring independent accident investigations, implementing PBN, etc.

1.2   During the 2nd Asia Pacific Ministerial Conference on Civil Aviation, held in New Delhi, India, from 11–12 September 2024, APAC aviation Ministers endorsed the Delhi Declaration. This declaration reaffirms the Beijing Declaration commitments and introduces new pledges on aviation security, facilitation, gender equality, civil aviation resourcing, environmental protection, and ratification of international air law treaties.

1.3   This paper only shares the current implementation status of the COSCAP-SEA Member States' commitments to the Beijing declaration, based on data collected by the ICAO APAC Office until late 2024 in the area of Safety, Certification of international aerodromes and Accident Investigation.

2.   DISCUSSION

2.1   The current implementation status of the APAC States' commitments to the Beijing declaration for Safety, Certification of international aerodromes and Accident Investigation is as follows:
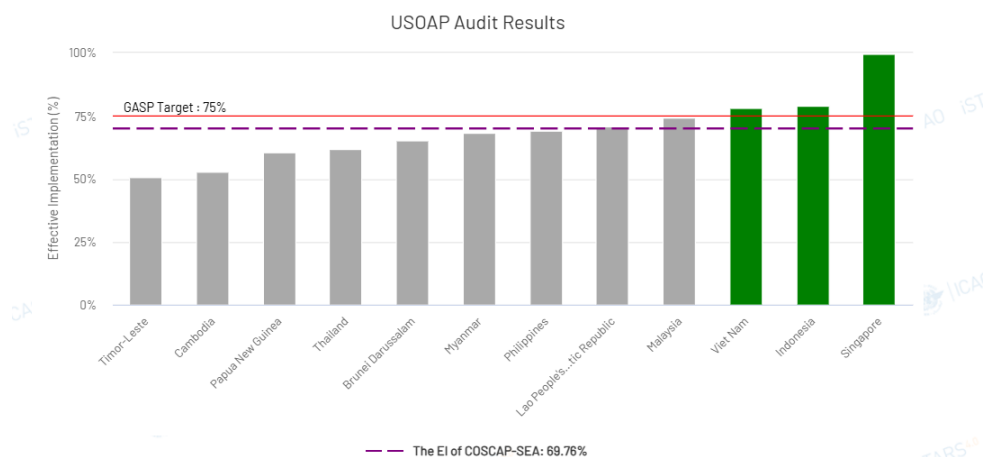
a) **USOAP Effective Implementation (EI)**

Commitment: "Progressively enhance safety oversight capability to achieve a USOAP EI score higher or equal to the global average by 2022"

Indicator: National Effective Implementation percentage

Source: iSTARS (USOAP Data Tables Implementation Indicators)

Current implementation:

COSCAP-SEA average EI Score is 69.76%, which is above the APAC average value (66.58%) and below the GASP 23-25 target of 75%. However, Global and APAC regional safety plans identified Safety Oversight capability of the State's targets to achieve 75% EI score by 2024. Only 25% of COSCAP-SEA Member States have achieved the 75% mark.
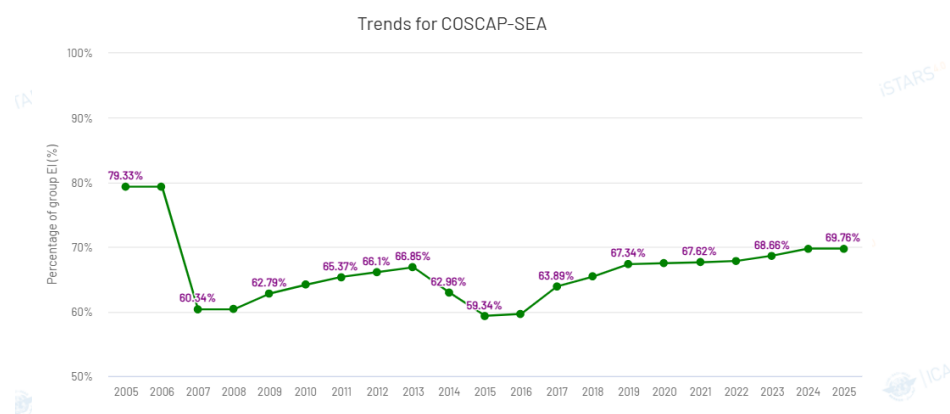

In 2025, three COSCAP-SEA Member States are scheduled to undergo ICAO USOAP activities, the details are as tabulated below:

STATE	Current EI	Target EI	USOAP Audit Plan
Cambodia	52.76	At least 75	ICVM – June 2025
Philippines	68.99	At least 75	Full Audit - TBD
Thailand	61.73	At least 75	Full Audit -Aug 2025

States are requested to continue their efforts to achieve greater EI score. Special attention should be considered to avoid any possibility of an SSC.

b)   **State Safety Programme (SSP)**

> Commitment: "Implement an effective SSP by 2025"

> Indicator: National effective SSP implementation

> Source: iSTARS (SSP Gap Analysis - SMM 4th Ed.)

> Current implementation: COSCAP-SEA States having implemented SSP
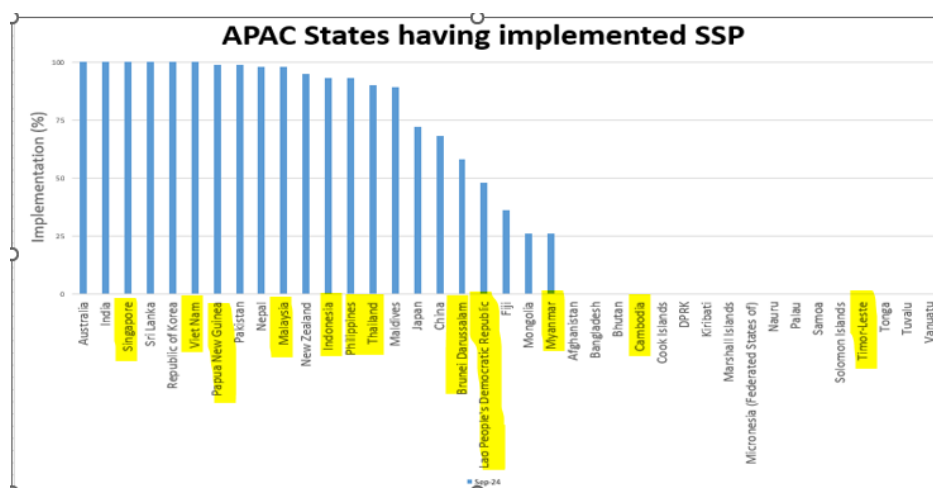
| COSCAP-SEA States	SSP Implementation Level	SSP Impl. percentage
Brunei Darussalam	Level 2	31%
Cambodia	Level 1	2.4%
Indonesia	Level 3	73.8%
Lao PDR	Level 1	90.5%
Malaysia	Level 3	95.2%
Myanmar	Level 1	4.8%
Papua New Guinea	Level 3	95.2%
Philippines	Level 3	83.3 %
Singapore	Level 4	Implemented.
Thailand	Level 3	59.5 %
Timor Leste	Level 0	Yet to start
Viet Nam	Level 4	Implemented

Two COSCAP-SEA States have completed their SSP implementation. Five States are in advance stages of their SSP implementation. This is a Ministerial Commitment. COSCAP-SEA States are invited to take positive progress towards SSP is implementation by 2025.

c) **Significant Safety Concerns (SSCs)**

> Commitment: "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",

> Current implementation: No SSC in COSCAP-SEA Member State.

d) **Certification of International Aerodromes**

  ➢ Commitment: "Certify all aerodromes used for international operations by 2020"

  ➢ Indicator: Number of international aerodromes and percentage of certified international aerodromes

  ➢ Source: Aerodromes Operations and Planning Sub-Group (AOP/SG/8)
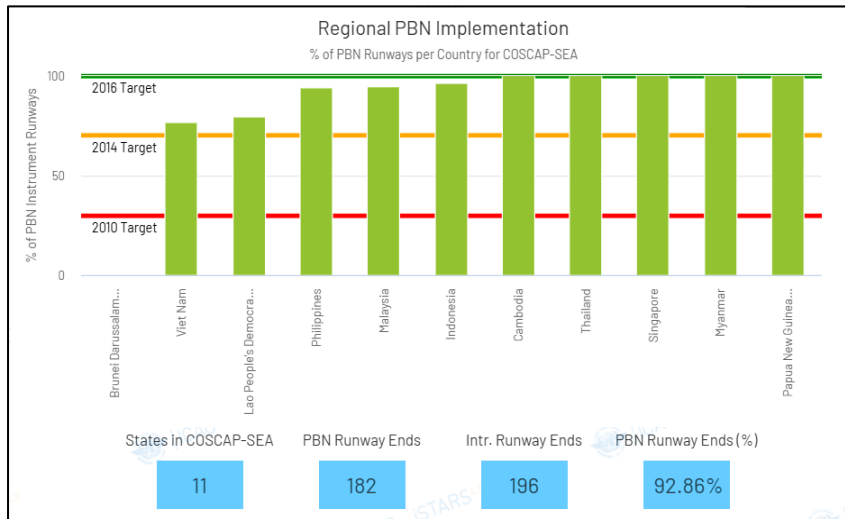
  ➢ Current implementation:
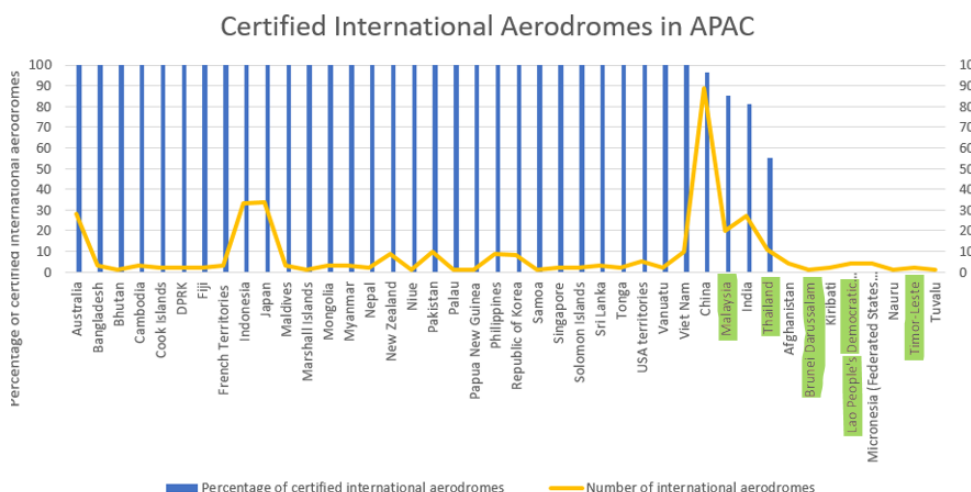
Out of 370 aerodromes used for international operations in Asia and Pacific Region, 96 International aerodromes are in COSCAP-SEA States. Out of these 87 international aerodromes have been certified up to 2024 corresponding to 90.6%.

It has been noted that some States have been facing challenges in certifying international aerodromes owned and operated by the Military Authority (examples of States is Malaysia). The international airports yet to be certified are: 1) Brunei Darussalam (1, 100%), 2) Lao PDR (3, 75%) 3) Malaysia (2, 11%) 4) Thailand (2, 20%), 5) Timor-Leste (1, 50%)

Among all the 370 international aerodromes, only 286 aerodromes are listed in the APAC Air Navigation Plan (ANP) corresponding to 77.3 %. Vietnam is encouraged to list Da Lat Lien Khuong (VVDL) in APAC-ANP.

e) **PBN Implementation**

State	PBN Runways	Instrument Runways	PBN Runways (%)
Brunei Darussalam	0	2	0
Cambodia	2	2	100
Indonesia	60	62	96.8
Lao People's Democratic Republic	4	5	80
Malaysia	37	39	94.9
Myanmar	6	6	100
Papua New Guinea	2	2	100
Philippines	17	18	94.4
Singapore	8	8	100
Thailand	26	26	100
Viet Nam	20	26	76.9

Regional PBN Implementation
% of PBN Runways per Country for COSCAP-SEA

States in COSCAP-SEA	PBN Runway Ends	Intr. Runway Ends	PBN Runway Ends (%)
11	182	196	92.86%

f) **Accident Investigation**

➢ Commitment: "Commit to establish an accident investigation authority that is independent from State aviation authorities and other entities that could interfere with the conduct or objectivity of an investigation or where appropriate develop a:

  ✓ bilateral,
  ✓ sub-regional or
  ✓ regional partnership

➢ The inclusion of the following target date has been added into the Asia Pacific Regional Aviation Safety Plan (AP-RASP) 2020-2022: "States should establish an independent aircraft accident and incident investigation authority (AAIIA) as required by Annex 13, as well as related investigation system and procedures by 2022"

➢ Indicator: Independent aircraft accident and incident investigation authority (AAIIA)

➢ Source: RASG-APAC monitoring mechanism and 12th Meeting of the Asia Pacific Accident Investigation Group (APAC AIG/12)

➢ Current implementation:
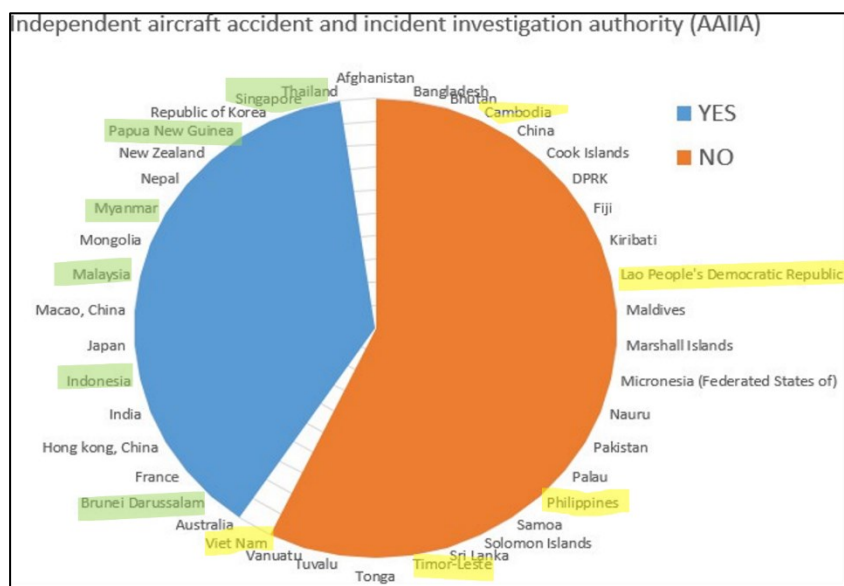
As of 2024, 40% of APAC States/Administrations have established an independent aircraft accident and incident investigation authority (AAIIA). In COSCAP-SEA States 5 States have yet to establish independent AAIIA, i.e., 41.6%.

APAC States/Administrations are reminded to provide, through the RASG-APAC monitoring mechanism, update on their plan and progress pertaining to the establishment of an independent aircraft accident and incident investigation authority (AAIIA) to meet the 2022 target.

3.   ACTION BY THE MEETING

3.1   The Meeting is invited to:

  i. note the contents of the paper.

  ii. collaborate and work towards achieving targets of the Beijing Declaration; and

  iii. share their latest implementation status of Beijing's declaration commitments with the ICAO APAC Office so that the progress can be tracked and the status reported accurately in further Meetings.

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