

**61ST CONFERENCE OF
DIRECTORS GENERAL OF CIVIL AVIATION
ASIA AND PACIFIC REGION**

*Kuala Lumpur, Malaysia
7 – 11 September 2026*

AGENDA ITEM 4: AIR NAVIGATION

**POSITIONING THE ASIA AND PACIFIC REGION FOR
EFFECTIVE ENGAGEMENT IN THE MINIMUM
IMPLEMENTATION PATH**

(Presented by the People's Republic of China)

SUMMARY

Pursuant to Assembly Resolution A42-6, the development of the Global Air Navigation Plan (GANP), including the Minimum Implementation Path (MIP), a prioritized roadmap of minimum capabilities for the evolution of the air navigation system, is continuing. The development of the MIP has entered the content identification phase, with the State consultation phase expected to commence shortly. This paper discusses the need for standardized input templates and guidance, encourages Directors General of Member States to promote whole-of-government coordination, and supports the identification of common regional priorities and the compilation of a regional technical contribution, complementing individual State positions, in preparation for the High-level Safety Conference (HLSC) 2027.

POSITIONING THE ASIA AND PACIFIC REGION FOR EFFECTIVE ENGAGEMENT IN THE MINIMUM IMPLEMENTATION PATH

1. INTRODUCTION

1.1 Assembly Resolution A42-6 endorsed the eighth edition of the GANP as the global strategic direction for the evolution of the air navigation system and resolved that global plans shall provide the framework within which regional, subregional and national plans are developed and implemented, thereby ensuring that efforts to enhance the safety, capacity and efficiency of international civil aviation remain coherent and coordinated. Building on this, the Resolution instructs the Council to continue developing the GANP, "including a roadmap of minimum capabilities necessary for the evolution of the air navigation system and timelines for global implementation" — that is, the MIP. Drawing on the Aviation System Block Upgrades (ASBU) framework and centred on the minimum capabilities essential for the evolution of the air navigation system, the MIP will provide States with a prioritized implementation path and associated timelines.

1.2 MIP development has completed Phase 1 (requirements definition); Phase 2 (content identification) is under way; and Phase 3 (State consultation) has yet to begin. The MIP will be submitted for endorsement at the 43rd Session of the ICAO Assembly in 2028. State consultation is the critical phase for testing whether the MIP's candidate content is operationally feasible and for refining it accordingly. Input submitted by States during this phase will directly shape whether the MIP's final content genuinely reflects each State's planning cycles, procurement constraints, regulatory conditions and financing realities. Preparing the consultation mechanism before Phase 3 opens is therefore the most effective way for the Asia and Pacific (APAC) region to ensure that its implementation constraints are systematically reflected in the MIP's content.

1.3 Assembly Resolution A42-6 invites ICAO to advance the development of guidance material related to national air navigation plans during the upcoming GANP revision and to "collect and share best practices, lessons learned, and benchmark results related to the implementation of operational improvements." The Resolution further calls upon ICAO to "promote, make available and effectively communicate the Global Aviation Safety Plan and the Global Air Navigation Plan, and provide the necessary support to Member States to develop and implement national plans." These mandates together provide the basis for the requests in this paper. First, a standardized State input template and explanatory guidance should be developed to help States identify the links between MIP candidate elements and their national planning, procurement, regulatory and financing frameworks. Second, targeted preparatory support for developing States and Small Island Developing States, extended as appropriate, would help ensure the effective use of these tools. As the established regional body responsible for air navigation planning and implementation in the region, APANPIRG is the natural mechanism through which this regional coordination responsibility is fulfilled.

2. DISCUSSION

2.1 The quality of State consultation inputs, the reliability of the regional information base, and the effectiveness of MIP implementation form an interdependent whole. The MIP is intended to give States a credible and actionable implementation path. If its candidate content does not adequately reflect States' actual planning cycles, procurement constraints and financing realities, its value as a global coordination tool will be undermined. Analysis of the challenges encountered in implementing previous editions of the GANP identified one contributing factor: global planning tools did not adequately reflect States' planning and procurement realities. State consultation is the key opportunity to address this gap. The completeness of inputs at the State consultation stage therefore bears directly on both the reliability of the MIP's content and the quality of the information base on which APANPIRG builds its regional plans.

2.2 The absence of standardized tools is the most immediate constraint on participation quality. To date, no standardized input template covering the planning, procurement, regulatory and financing dimensions has been developed for the MIP State consultation, nor has any explanatory guidance been provided. Without standardized tools, the quality of each State's input will depend heavily on its own technical capacity and resources, widening the gap in analytical depth between Member States and leaving the feasibility of MIP candidate content insufficiently tested against implementation realities. The structured information that standardized templates would generate should also be used systematically to inform ICAO's existing technical cooperation and capacity-building programmes, ensuring that the constraints and needs of all States — including middle-income States facing fiscal pressures — are visible when ICAO allocates its support resources. This reflects the information-gathering function that Assembly Resolution A42-6 envisions for the GANP revision process.

2.3 Director General engagement addresses a gap that cannot be filled through technical-level work alone. Inputs that genuinely reflect a State's overall institutional constraints will often need to draw on the positions of ministries and agencies beyond civil aviation — including those responsible for finance, infrastructure planning and regulation. Civil aviation authorities alone cannot fully represent this broader institutional picture. Bringing the relevant authorities beyond civil aviation into the MIP input process is work that can only be accomplished at the Director General level.

2.4 Within the APAC region, priorities and constraints vary widely: advanced States look to the MIP for sustained strategic direction; developing States need an accessible and feasible implementation path commensurate with their capacity; and Small Island Developing States face additional constraints that require dedicated support simply to participate meaningfully in the State consultation. Individual State submissions should remain the principal vehicle for conveying national positions to ICAO. At the same time, if APANPIRG does not identify the common priorities, concerns, constraints and implementation experience shared across these submissions before HLSC 2027, APAC States will enter the MIP review at the 43rd Assembly Session without the benefit of a shared regional evidence base. Bringing these common threads together as a regional technical contribution would complement, rather than replace, the individual positions submitted by Member States.

3. ACTION BY THE CONFERENCE

3.1 The Conference is invited to:

- a) pursuant to Assembly Resolution A42-6, ICAO is requested to provide Member States with a standardized State input template and explanatory guidance before the MIP State consultation formally opens, and to provide dedicated preparatory support to developing States and Small Island Developing States in the APAC region to enable effective use of these tools;
- b) encourage Directors General of APAC Member States to promote the coordinated participation of their national planning, procurement, regulatory and financing authorities during the MIP State consultation, and to submit inputs — using the template provided under paragraph 3.1a), that represent each State's overall institutional position; and
- c) request APANPIRG to identify, on the basis of inputs submitted by Member States under paragraph 3.1b), the common priorities, concerns, constraints and implementation experience across the region, and to compile these into a regional technical contribution for transmission to ICAO before HLSC 2027, without substituting for the individual positions submitted by Member States.