

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

*Kuala Lumpur, Malaysia
7 – 11 September 2026*

**AGENDA ITEM 8: CAPACITY DEVELOPMENT AND
IMPLEMENTATION**

**ADVANCING AVIATION CAPACITY DEVELOPMENT
THROUGH EXPANDED SUPPORT, ENHANCED VISIBILITY
AND STRONGER COORDINATION**

(Presented by Japan)

SUMMARY

Capacity development is essential for the effective implementation of ICAO Standards and Recommended Practices (SARPs) and the realization of the No Country Left Behind (NCLB) ICAO initiative. Recent global and regional discussions have reaffirmed the need to strengthen aviation capacity development support.

While assistance is provided through ICAO and various bilateral, regional and multilateral mechanisms, significant needs remain in many States. This paper invites discussion on how aviation capacity development can be advanced through improved visibility of assistance activities and stronger coordination among stakeholders, with a view to enhancing the effectiveness and further expanding capacity development.

ADVANCING AVIATION CAPACITY DEVELOPMENT THROUGH EXPANDED SUPPORT, ENHANCED VISIBILITY AND STRONGER COORDINATION

1. INTRODUCTION

1.1 Capacity development is a fundamental element of ICAO's efforts to support the safe, secure, sustainable and efficient development of international civil aviation. The effective implementation of ICAO SARPs depends not only on regulatory frameworks, but also on the availability of adequate institutional, technical and human-resource capabilities within States.

1.2 Through its No Country Left Behind (NCLB) initiative, ICAO has consistently emphasized the importance of reducing implementation gaps and ensuring that all States are able to participate in and benefit from global aviation development. This objective continues to be reflected in ICAO policies, Assembly resolutions and implementation support activities.

1.3 The importance of aviation capacity development has recently been reaffirmed through the outcomes of the 42nd ICAO Assembly, the DGCA/60 Action Items and the Marrakech Ministerial Call to Action adopted during GISS, all of which highlighted the importance of implementation support, partnerships and international cooperation.

1.4 Japan fully supports these objectives and has contributed to capacity development efforts through ICAO mechanisms, including voluntary contributions for aviation implementation support and technical assistance activities, particularly for developing States, including Pacific Small Island Developing States (PSIDS).

1.5 At the same time, a considerable amount of aviation capacity development assistance is provided outside ICAO-led programmes through bilateral cooperation arrangements, regional initiatives, development agencies and other international frameworks. These activities represent valuable contributions to global aviation development and implementation support.

2. DISCUSSION

2.1 Continuing Need for Capacity Development Support

2.1.1 Despite significant progress in many regions, considerable challenges remain in achieving effective implementation of ICAO SARPs and preparing for emerging aviation priorities, including digital transformation, environmental sustainability, air navigation modernization and new aviation technologies.

2.1.2 Many States, particularly developing States and PSIDS, continue to face constraints related to technical expertise, human resources, institutional capacity and access to specialized training.

2.1.3 Consequently, continued expansion and strengthening of aviation capacity development assistance remain important to support sustainable aviation development across the Asia-Pacific Region and beyond.

2.2 Contributions Through Diverse Partnerships

2.2.1 Aviation capacity development support is delivered through a wide variety of mechanisms, including ICAO programmes, bilateral cooperation, regional partnerships, development agencies and financial institutions.

2.2.2 For example, Japan has supported aviation capacity development through various frameworks, including Japan International Cooperation Agency (JICA) programmes, ASEAN-related initiatives and other partnership arrangements in areas such as:

- a) air navigation services;
- b) airport management and operations; and
- c) environmental sustainability and decarbonization.

Regarding these activities, the details for ANS area are as set out in the IP, while those for other areas are as shown in the attachment to this paper.

2.2.3 Recognizing the growing importance of international cooperation and capacity development, Japan has strengthened its institutional framework for international engagement within the Japan Civil Aviation Bureau (JCAB) to further enhance collaboration with ICAO, international organizations, States and regional partners.

2.2.4 Japan considers such partnerships essential for promoting effective implementation, strengthening aviation capabilities and advancing the No Country Left Behind (NCLB) initiative, and remains committed to further cooperation with States, international organizations and development partners in advancing aviation capacity development and implementation support.

2.3 Need for Better Visibility and Coordination

2.3.1 While a substantial number of capacity development initiatives are being implemented globally, information regarding these activities is often dispersed among different organizations, programmes and cooperation frameworks.

2.3.2 As a result:

- a) potential beneficiaries may not be fully aware of available support opportunities;
- b) opportunities for cooperation among donor States and organizations may be missed;
- c) similar activities may be conducted independently with limited coordination; and
- d) available resources may not always be utilized as effectively as possible.

2.3.3 Improving the visibility of ongoing and planned assistance activities could help governments, development partners and recipient States better understand the overall capacity development landscape.

2.3.4 Greater awareness of ongoing assistance activities at the DGCA level, may facilitate strategic decision-making, partnership development and more effective mobilization of available resources.

2.3.5 Better visibility of existing assistance activities may also help identify unmet needs, reveal potential areas for cooperation and facilitate the mobilization of additional support where capacity gaps remain. Possible approaches could include voluntary information sharing, exchange of best practices and enhanced communication regarding ongoing and planned assistance activities.

2.3.6 In addition, interested States, international organizations and development partners could voluntarily provide information on their aviation capacity development activities, including those implemented through ICAO and non-ICAO frameworks. Such information could be compiled into a voluntary regional inventory in order to provide a broader overview of ongoing and planned assistance activities, enhance transparency, support partnership development and strengthen coordination among stakeholders.

2.3.7 The proposed inventory would complement existing RTCF initiatives, including the Compendium of APAC Training Programmes, by covering a broader range of aviation capacity development activities beyond training programmes.

2.3.8 Japan is willing to facilitate, on a voluntary basis, the collection and compilation of such information in cooperation with interested States and organizations.

2.4 Opportunities for Greater Synergy

2.4.1 The Conference may therefore wish to discuss not only continuing efforts to expand support for States requiring assistance, but also practical means to enhance the visibility of aviation capacity development activities through information sharing, and possible arrangements for voluntarily collecting and compiling information on such activities at the regional level.

3. CONCLUSION

3.1 Capacity development remains essential for effective implementation of ICAO SARPs and the advancement of the No Country Left Behind (NCLB) initiative. Continued efforts to expand support, improve visibility of assistance activities and strengthen cooperation among stakeholders can contribute to more effective and sustainable capacity development across the Asia-Pacific Region.

4. ACTION BY THE CONFERENCE

4.1 The Conference is invited to:

- a) note the information presented in this paper;
- b) recognize the continuing importance of aviation capacity development in supporting the effective implementation of ICAO SARPs and the No Country Left Behind (NCLB) initiative;
- c) encourage States, international organizations and development partners to continue strengthening and expanding aviation capacity development assistance, particularly for Pacific Small Island Developing States (PSIDS);
- d) recognize the valuable contribution of aviation capacity development activities implemented through ICAO and non-ICAO frameworks, and encourage enhanced information sharing and coordination among stakeholders in order to improve visibility, identify cooperation opportunities, avoid unnecessary duplication and maximize the effectiveness of available resources;
- e) encourage States to share experiences and information on aviation capacity development activities, including those implemented through bilateral, regional and other non-ICAO frameworks, in order to enhance visibility, promote partnerships and support more effective coordination of assistance efforts; and
- f) encourage States, international organizations and development partners to voluntarily provide information on ongoing and planned aviation capacity development activities for possible inclusion in a voluntary regional inventory, in order to enhance transparency, identify opportunities for cooperation, avoid unnecessary duplication and maximize the effectiveness of available resources.

— END —

Attachment

Japan's Support to Other Countries through Non-ICAO International Frameworks

This paper introduces representative examples of ongoing international cooperation activities, including support initiatives undertaken through the Japan International Cooperation Agency (JICA) and the ASEAN – Japan framework.

1. JICA related activities

1.1 Airport sector

1.1.1 JICA conducts training programmes on airport construction, management, and maintenance with the support of JCAB. JICA's "Knowledge Co-Creation Programme" is one of the technical cooperation initiatives implemented by JICA in Japan. This programme has received many participants across the world so far and offers a training course for civil aviation officials from developing countries entitled "The Total Planning of Airport Construction, Management and Maintenance." The programme is designed to provide participants with knowledge and expertise related to airport development, operation, and maintenance in Japan through classroom lectures, site visits to airports and private companies, and exchanges with Japanese airport professionals and engineers. JCAB supports this programme by providing lecturers. This programme is conducted once a year over a period of approximately one month and is expected to continue.

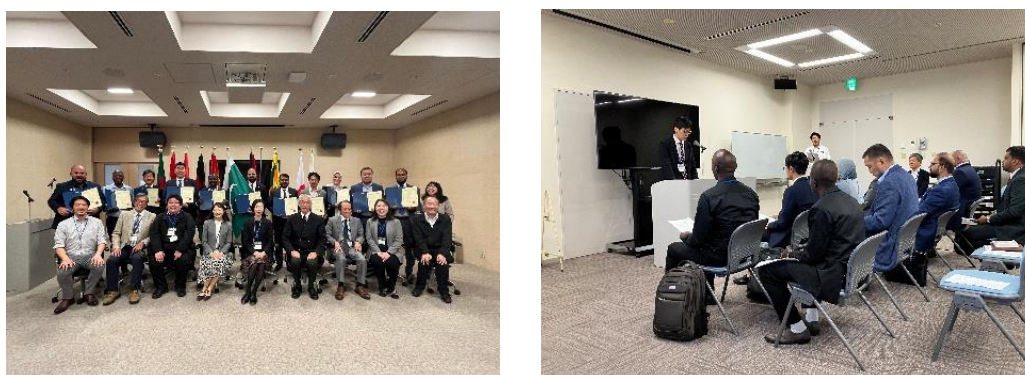


Figure 1. Group photo of "Knowledge Co-Creation Programme"

2. ASEAN - Japan related activities

2.1 Airport sector

2.1.1 JCAB has been implementing the "ASEAN-Japan Airport Study Project (Eco-Airport)" under the framework of the ASEAN-Japan Transport Partnership (AJTP) to promote environmentally friendly airports (Eco-Airports) through measures such as the reduction of CO2 emissions and energy consumption at airport facilities.

2.1.2 Since 2017, JCAB has also conducted the Eco-Airport Training Programme with the aim of deepening participants' understanding of the Eco-Airport concept and approaches to promoting Eco-Airports. Through lectures on airport environmental measures and site visits for officials engaged in airport administration in ASEAN Member States, the programme contributes to enhancing the knowledge and capacity of ASEAN stakeholders and promoting environmental improvements at airports across the region.

2.1.3 The 7th Eco-Airport Training Programme was held in November 2025. JCAB will continue to conduct the training programme reflecting the latest developments in environmental measures and contribute to environmental improvements at airports across the region.



Figure 2. The 7th Eco-Airport Training Programme in 2025

2.1.4 In 2023, JCAB started cooperation on ASEAN Airport EMS (Environmental Management System). In particular, JCAB provided support for the revision of the ASEAN AIRPORT EMS Guideline approved at the 46th the ASEAN Air Transport Working Group (ATWG) Meeting under the initiative of Thailand and established “ASEAN-Japan Airport EMS Public-Private Partnership Platform” jointly with ASEAN to share various information regarding Airport EMS.

2.1.5 In 2025, JCAB selected an airport from among airports in ASEAN that were nominated by ASEAN and commenced support for the formulation of an AIRPORT EMS plan as a model case. The outcomes and experiences gained through this initiative will serve as a reference for the introduction of AIRPORT EMS plans in ASEAN Member States in the future.

2.2 Development of the ASEAN-Japan CORSIA Eligible Fuel (CEF) Certification Guidebook

2.2.1 At the Third ICAO Conference on Aviation and Alternative Fuels (CAAF/3) held in November 2023, the ICAO Global Framework for Sustainable Aviation Fuels (SAF), Lower Carbon Aviation Fuels (LCAF), and other Aviation Cleaner Energies was adopted. The Framework includes “a collective global aspirational Vision to reduce CO₂ emissions from international aviation by 5 percent by 2030 through the use of SAF, LCAF and other Aviation Cleaner Energies (compared to zero cleaner energy use).” At the 42nd Session of the ICAO Assembly (21 September to 2 October 2025), the Assembly resolved that “ICAO and its Member States strive to achieve” this Vision¹. To achieve this goal, it is crucial to diversify SAF feedstocks under ICAO's CORSIA framework and expand SAF production and supply. Against this backdrop, Japan has successfully registered “Non-standard Coconut,” “Coconut Testa,” “Dry Coconut Pulp,” “Pangasius Fish Scrap,” and “Construction and Demolition Waste of Biogenic Origin” as SAF feedstocks in an ICAO document and has gained valuable insights through this process.

2.2.2 According to the ICAO Environmental Report 2025², Southeast Asia’s bio-based feedstock capacity could produce approximately 12% of global SAF demand by 2050, highlighting the region’s significant potential to play an important role in the future global supply of SAF. To contribute to the expansion of SAF supply in the region, Japan is developing the ASEAN-Japan CEF Certification Guidebook and organizing a seminar under the ASEAN-Japan Transport Partnership (AJTP) to share its expertise on feedstock registration with ASEAN Member States. To facilitate the smooth coordination of views with ASEAN Member States, three countries - Indonesia, Thailand, and Viet Nam – have been appointed as Task Force members, and several Task Force meetings have been held to date. Updates on the progress have also been presented regularly at meetings of the ASEAN ATWG. The project is currently entering its final phase. The guidebook is scheduled to be released at the ATWG meeting in Da Nang in October, followed by a seminar on the guidebook immediately after the meeting.

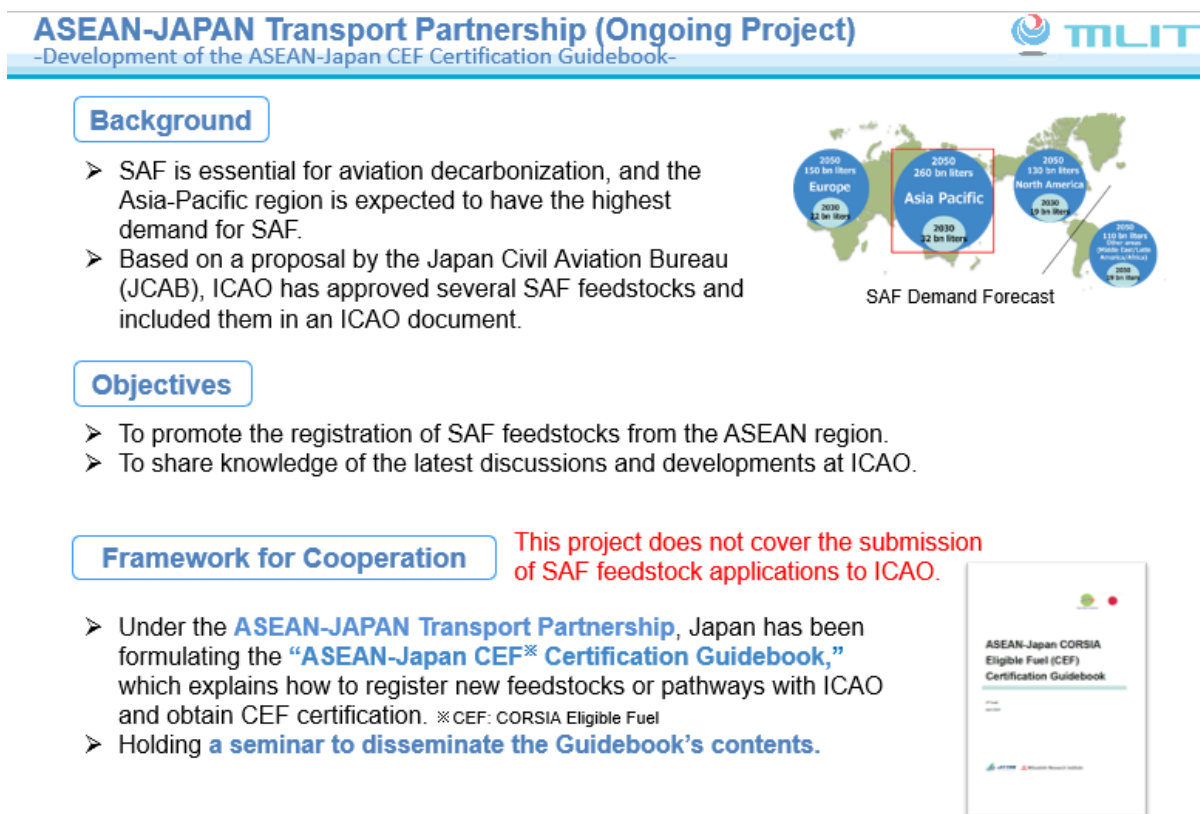


Figure 3. ASEAN-JAPAN Transport Partnership

¹ [Resolution-A42-21 Climate-change.pdf](#)

² [Final-ENV-REPORT.pdf](#)