

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

*Kuala Lumpur, Malaysia
7 – 11 September 2026*

AGENDA ITEM 9: UPDATES

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

Presented by the International Civil Aviation Organization (ICAO)

SUMMARY

The Second Asia Pacific Ministerial Conference on Civil Aviation was held from 11 – 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 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 2026.

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 2nd Asia Pacific Ministerial Conference on Civil Aviation and the 80th 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 1st 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 41st 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 41st 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 39th 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.

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Appendix B

See the attached power point presentation



ICAO

INTERNATIONAL CIVIL AVIATION ORGANIZATION

A UN SPECIALIZED AGENCY



Agenda Item 9: Updates

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)

DGCA61 - Kuala Lumpur, Malaysia, September 2026



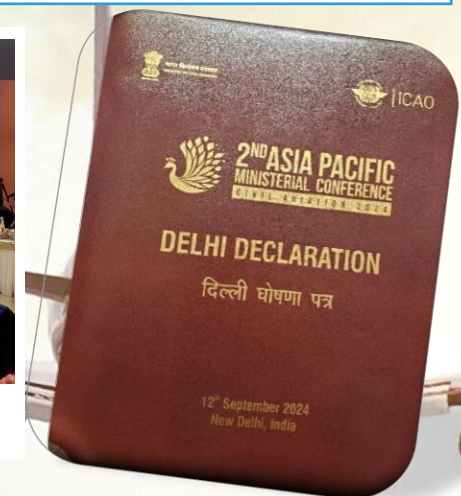
First Asia/Pacific Ministerial Conference on Civil Aviation

- ✈ 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)

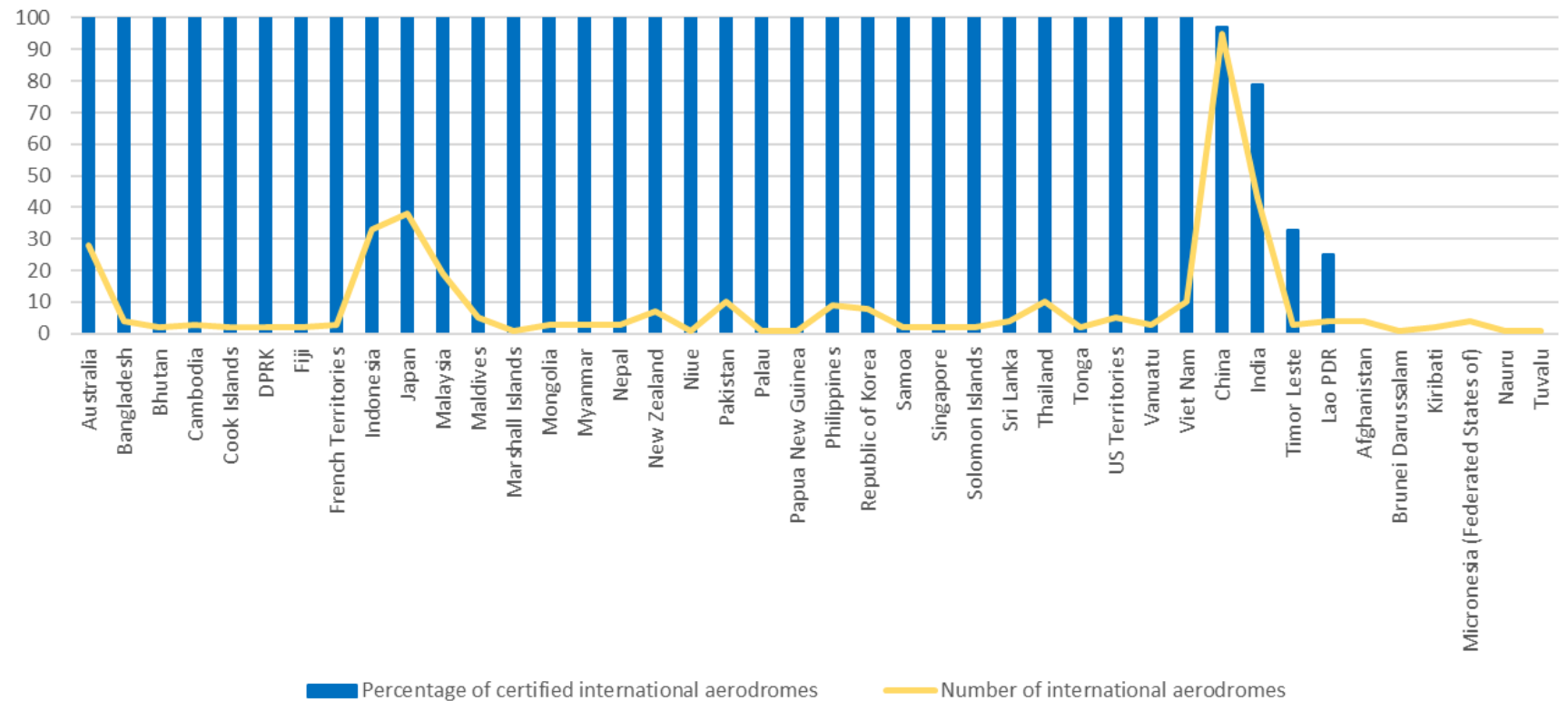


Certify all aerodromes used for international operations **by 2020**



Aerodromes Operations and Planning Sub-Group (AOP/SG/10)

Certified International Aerodromes in APAC



It has been improved to **92.49% (357 aerodromes out of 386)**

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

Certification of international aerodromes

Among all the 386 international aerodromes, only 356 are listed in the APAC Air Navigation Plan (ANP), representing 92.23%

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

7

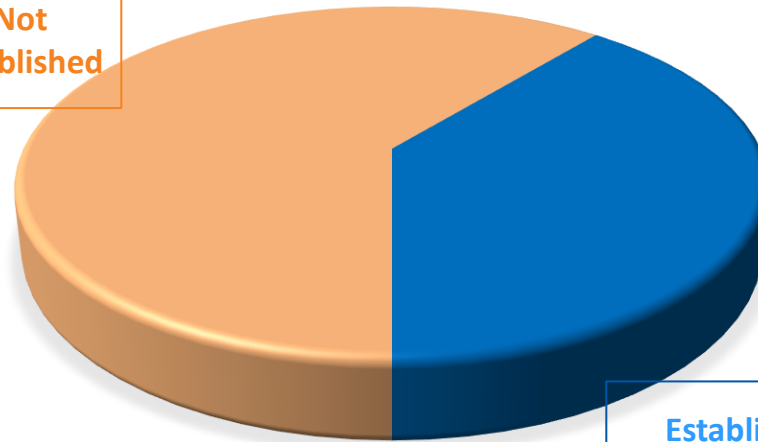
1	Afghanistan
2	Cambodia
3	China
4	Cook Islands
5	DPR Korea
6	Fiji
7	Kiribati
8	Macao, China
9	Marshall Islands
10	Micronesia
11	Palau
12	Philippines
13	Samoa
14	Solomon Islands
15	Sri Lanka
16	Timor-Leste
17	Tonga
18	Tuvalu
19	Vanuatu
20	Viet Nam
21	Nauru



Target 2.5 of AP-RASP 2026-28

“By 2028, at least 70 percent of APAC States to establish an independent Accident Investigation Authority (AIA)”

Not
Established



Established

1	Australia
2	Bangladesh
3	Bhutan
4	Brunei Darussalam
5	Hong Kong, China
6	India
7	Indonesia
8	Japan
9	Lao People's Democratic Republic
10	Malaysia
11	Maldives
12	Mongolia
13	Myanmar
14	Nepal
15	New Zealand
16	Pakistan
17	Papua New Guinea
18	Republic of Korea
19	Singapore
20	Thailand

49% of APAC States/Administrations
with Independent AIA

3.0 Aviation Safety

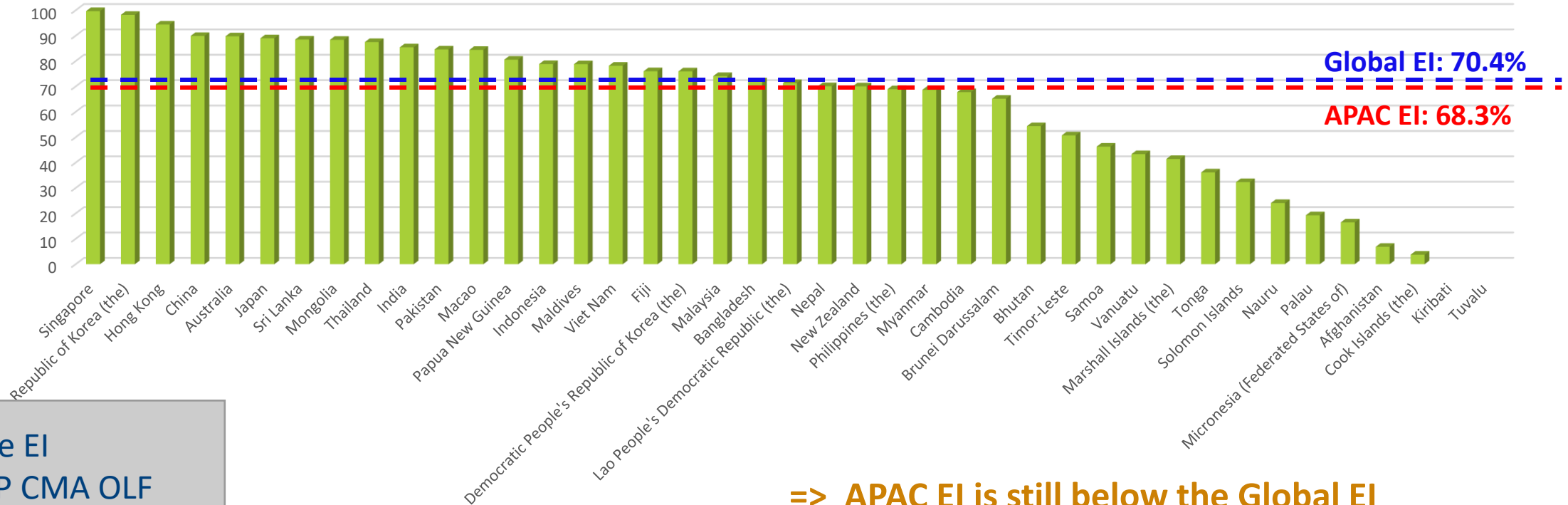
3.2 a) USOAP Effective Implementation (EI)

8

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



% Effective Implementation (EI)



=> APAC EI is still below the Global EI

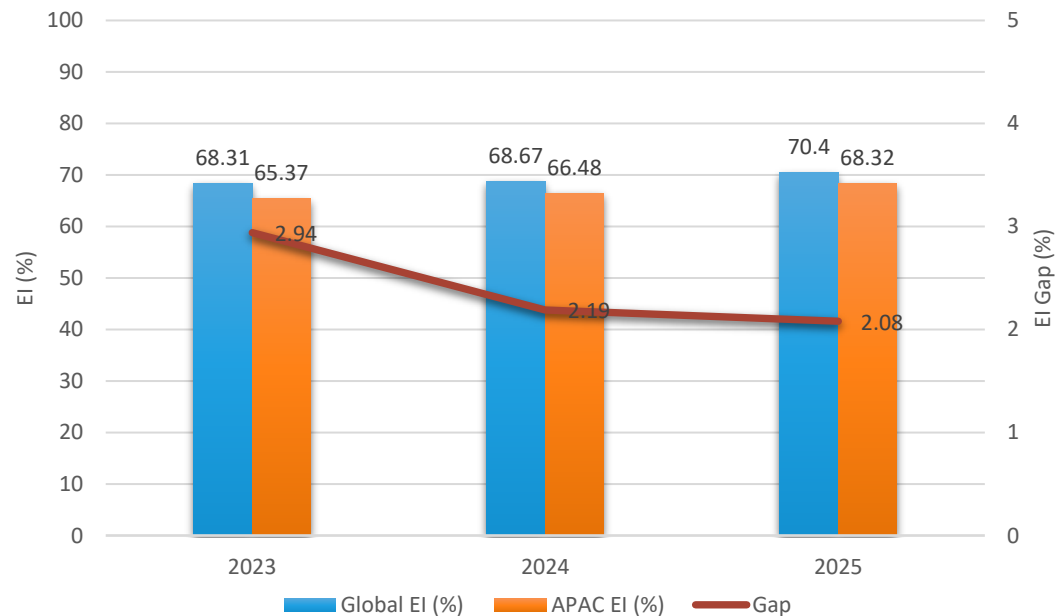
Indicator: State EI
Source: USOAP CMA OLF
(June 2026)

3.2 a) USOAP Effective Implementation (EI)

9



Progress since DGCA 60



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%	80.60%	2025	↑
Cambodia	52.8%	67.80%	2025	↑
Thailand	61.60%	78.14%	2025	↑
New Zealand	85.10%	70.10%	2025	↓
Mongolia	88.40%	TBD	2026	TBD
Philippines	68.90%	TBD	2026	TBD
Brunei Darussalam	65.00%	TBD	2026	TBD
Republic of Korea	98.21%	TBD	2026	TBD

=> Closing gaps in EI scores

3.2 b) State Safety Programme (SSP)



Work towards
an effective SSP



- **SSP-related Protocol Questions (PQs)** integrated into the 2024 Edition of USOAP CMA PQs as a new audit area (SSP).
- **USOAP CMA audits after August 2026** will include SSP PQs
- **By 2026, SSP PQs self assessment** should be completed by States/Administration for assessing the level of SSP implementation (AP-RASP Target 3.1)

Based on GASP 2026-28, the implementation level will be determined based on the self-assessment of the SSP PQs

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

No Significant Safety Concerns (SSCs) currently exist in the APAC Region

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);

OPS Roadmap					
Lead	Priority	Region	Sub-Region	Timeline	Notes
OPS-1	High	APAC	APAC	2024-2028	OPS-1: High priority initiative for APAC region.
OPS-2	Medium	APAC	APAC	2024-2028	OPS-2: Medium priority initiative for APAC region.
OPS-3	Low	APAC	APAC	2024-2028	OPS-3: Low priority initiative for APAC region.
OPS-4	High	APAC	APAC	2024-2028	OPS-4: High priority initiative for APAC region.
OPS-5	Medium	APAC	APAC	2024-2028	OPS-5: Medium priority initiative for APAC region.
OPS-6	Low	APAC	APAC	2024-2028	OPS-6: Low priority initiative for APAC region.
OPS-7	High	APAC	APAC	2024-2028	OPS-7: High priority initiative for APAC region.
OPS-8	Medium	APAC	APAC	2024-2028	OPS-8: Medium priority initiative for APAC region.
OPS-9	Low	APAC	APAC	2024-2028	OPS-9: Low priority initiative for APAC region.
OPS-10	High	APAC	APAC	2024-2028	OPS-10: High priority initiative for APAC region.
OPS-11	Medium	APAC	APAC	2024-2028	OPS-11: Medium priority initiative for APAC region.
OPS-12	Low	APAC	APAC	2024-2028	OPS-12: Low priority initiative for APAC region.
OPS-13	High	APAC	APAC	2024-2028	OPS-13: High priority initiative for APAC region.
OPS-14	Medium	APAC	APAC	2024-2028	OPS-14: Medium priority initiative for APAC region.
OPS-15	Low	APAC	APAC	2024-2028	OPS-15: Low priority initiative for APAC region.
OPS-16	High	APAC	APAC	2024-2028	OPS-16: High priority initiative for APAC region.
OPS-17	Medium	APAC	APAC	2024-2028	OPS-17: Medium priority initiative for APAC region.
OPS-18	Low	APAC	APAC	2024-2028	OPS-18: Low priority initiative for APAC region.
OPS-19	High	APAC	APAC	2024-2028	OPS-19: High priority initiative for APAC region.
OPS-20	Medium	APAC	APAC	2024-2028	OPS-20: Medium priority initiative for APAC region.
OPS-21	Low	APAC	APAC	2024-2028	OPS-21: Low priority initiative for APAC region.
OPS-22	High	APAC	APAC	2024-2028	OPS-22: High priority initiative for APAC region.
OPS-23	Medium	APAC	APAC	2024-2028	OPS-23: Medium priority initiative for APAC region.
OPS-24	Low	APAC	APAC	2024-2028	OPS-24: Low priority initiative for APAC region.
OPS-25	High	APAC	APAC	2024-2028	OPS-25: High priority initiative for APAC region.
OPS-26	Medium	APAC	APAC	2024-2028	OPS-26: Medium priority initiative for APAC region.
OPS-27	Low	APAC	APAC	2024-2028	OPS-27: Low priority initiative for APAC region.
OPS-28	High	APAC	APAC	2024-2028	OPS-28: High priority initiative for APAC region.
OPS-29	Medium	APAC	APAC	2024-2028	OPS-29: Medium priority initiative for APAC region.
OPS-30	Low	APAC	APAC	2024-2028	OPS-30: Low priority initiative for APAC region.
OPS-31	High	APAC	APAC	2024-2028	OPS-31: High priority initiative for APAC region.
OPS-32	Medium	APAC	APAC	2024-2028	OPS-32: Medium priority initiative for APAC region.
OPS-33	Low	APAC	APAC	2024-2028	OPS-33: Low priority initiative for APAC region.
OPS-34	High	APAC	APAC	2024-2028	OPS-34: High priority initiative for APAC region.
OPS-35	Medium	APAC	APAC	2024-2028	OPS-35: Medium priority initiative for APAC region.
OPS-36	Low	APAC	APAC	2024-2028	OPS-36: Low priority initiative for APAC region.
OPS-37	High	APAC	APAC	2024-2028	OPS-37: High priority initiative for APAC region.
OPS-38	Medium	APAC	APAC	2024-2028	OPS-38: Medium priority initiative for APAC region.
OPS-39	Low	APAC	APAC	2024-2028	OPS-39: Low priority initiative for APAC region.
OPS-40	High	APAC	APAC	2024-2028	OPS-40: High priority initiative for APAC region.
OPS-41	Medium	APAC	APAC	2024-2028	OPS-41: Medium priority initiative for APAC region.
OPS-42	Low	APAC	APAC	2024-2028	OPS-42: Low priority initiative for APAC region.
OPS-43	High	APAC	APAC	2024-2028	OPS-43: High priority initiative for APAC region.
OPS-44	Medium	APAC	APAC	2024-2028	OPS-44: Medium priority initiative for APAC region.
OPS-45	Low	APAC	APAC	2024-2028	OPS-45: Low priority initiative for APAC region.
OPS-46	High	APAC	APAC	2024-2028	OPS-46: High priority initiative for APAC region.
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OPS-48	Low	APAC	APAC	2024-2028	OPS-48: Low priority initiative for APAC region.
OPS-49	High	APAC	APAC	2024-2028	OPS-49: High priority initiative for APAC region.
OPS-50	Medium	APAC	APAC	2024-2028	OPS-50: Medium priority initiative for APAC region.
OPS-51	Low	APAC	APAC	2024-2028	OPS-51: Low priority initiative for APAC region.
OPS-52	High	APAC	APAC	2024-2028	OPS-52: High priority initiative for APAC region.
OPS-53	Medium	APAC	APAC	2024-2028	OPS-53: Medium priority initiative for APAC region.
OPS-54	Low	APAC	APAC	2024-2028	OPS-54: Low priority initiative for APAC region.
OPS-55	High	APAC	APAC	2024-2028	OPS-55: High priority initiative for APAC region.
OPS-56	Medium	APAC	APAC	2024-2028	OPS-56: Medium priority initiative for APAC region.
OPS-57	Low	APAC	APAC	2024-2028	OPS-57: Low priority initiative for APAC region.
OPS-58	High	APAC	APAC	2024-2028	OPS-58: High priority initiative for APAC region.
OPS-59	Medium	APAC	APAC	2024-2028	OPS-59: Medium priority initiative for APAC region.
OPS-60	Low	APAC	APAC	2024-2028	OPS-60: Low priority initiative for APAC region.
OPS-61	High	APAC	APAC	2024-2028	OPS-61: High priority initiative for APAC region.
OPS-62	Medium	APAC	APAC	2024-2028	OPS-62: Medium priority initiative for APAC region.
OPS-63	Low	APAC	APAC	2024-2028	OPS-63: Low priority initiative for APAC region.
OPS-64	High	APAC	APAC	2024-2028	OPS-64: High priority initiative for APAC region.
OPS-65	Medium	APAC	APAC	2024-2028	OPS-65: Medium priority initiative for APAC region.
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OPS-71	Medium	APAC	APAC	2024-2028	OPS-71: Medium priority initiative for APAC region.
OPS-72	Low	APAC	APAC	2024-2028	OPS-72: Low priority initiative for APAC region.
OPS-73	High	APAC	APAC	2024-2028	OPS-73: High priority initiative for APAC region.
OPS-74	Medium	APAC	APAC	2024-2028	OPS-74: Medium priority initiative for APAC region.
OPS-75	Low	APAC	APAC	2024-2028	OPS-75: Low priority initiative for APAC region.
OPS-76	High	APAC	APAC	2024-2028	OPS-76: High priority initiative for APAC region.
OPS-77	Medium	APAC	APAC	2024-2028	OPS-77: Medium priority initiative for APAC region.
OPS-78	Low	APAC	APAC	2024-2028	OPS-78: Low priority initiative for APAC region.
OPS-79	High	APAC	APAC	2024-2028	OPS-79: High priority initiative for APAC region.
OPS-80	Medium	APAC	APAC	2024-2028	OPS-80: Medium priority initiative for APAC region.
OPS-81	Low	APAC	APAC	2024-2028	OPS-81: Low priority initiative for APAC region.
OPS-82	High	APAC	APAC	2024-2028	OPS-82: High priority initiative for APAC region.
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OPS-88	High	APAC	APAC	2024-2028	OPS-88: High priority initiative for APAC region.
OPS-89	Medium	APAC	APAC	2024-2028	OPS-89: Medium priority initiative for APAC region.
OPS-90	Low	APAC	APAC	2024-2028	OPS-90: Low priority initiative for APAC region.
OPS-91	High	APAC	APAC	2024-2028	OPS-91: High priority initiative for APAC region.
OPS-92	Medium	APAC	APAC	2024-2028	OPS-92: Medium priority initiative for APAC region.
OPS-93	Low	APAC	APAC	2024-2028	OPS-93: Low priority initiative for APAC region.
OPS-94	High	APAC	APAC	2024-2028	OPS-94: High priority initiative for APAC region.
OPS-95	Medium	APAC	APAC	2024-2028	OPS-95: Medium priority initiative for APAC region.
OPS-96	Low	APAC	APAC	2024-2028	OPS-96: Low priority initiative for APAC region.
OPS-97	High	APAC	APAC	2024-2028	OPS-97: High priority initiative for APAC region.
OPS-98	Medium	APAC	APAC	2024-2028	OPS-98: Medium priority initiative for APAC region.
OPS-99	Low	APAC	APAC	2024-2028	OPS-99: Low priority initiative for APAC region.
OPS-100	High	APAC	APAC	2024-2028	OPS-100: High priority initiative for APAC region.

- OPS/ORG Roadmaps of AP-RASP 2026-28: States/Administrations urged to support regional SEIs in the [OPS/ORG Roadmaps](#)

SEI Monitoring Tools:

States/Administrations urged to update [SEI monitoring tools](#) for the OPS Roadmaps

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				
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. Australia NASP 2024-2027.pdf 2. Australia SSP 2024.pdf	YES 25%
3		Bangladesh	File Not Uploaded	NO 25%
4		Bhutan	1. SSP-Issue-02.pdf 2. NASP Bhutan.pdf	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

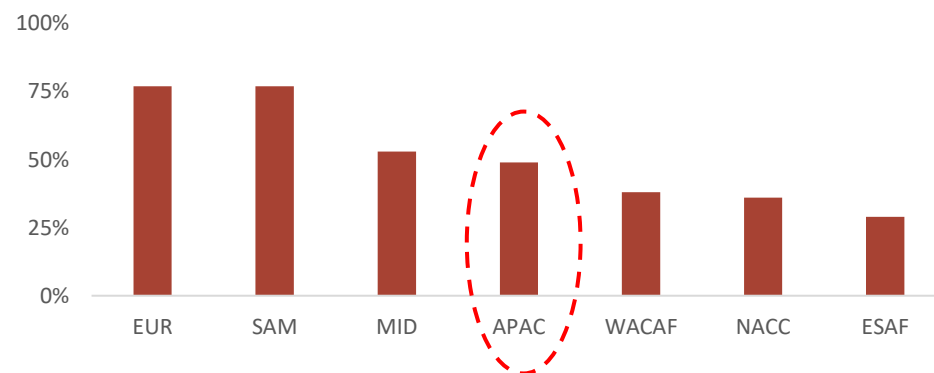
3.2 e) National Aviation Safety Plan (NASP)

13



Develop and publish a
National Aviation Safety
Plan (NASP)

Percentage of States in Region with NASP



- **21 (51%) of States/Administrations** have published NASPs
- **20 (49%) of States/Administrations** are encouraged to prioritize publishing NASPs
- **By 2027, NASPs should be updated** in alignment with GASP/AP-RASP 2026-28 (AP-RASP Target 5.1)

APAC States/Administrations with published NASPs

- | | |
|---------------------|-----------------------|
| 1. Australia | 12. Maldives |
| 2. Bangladesh | 13. Nepal |
| 3. Bhutan | 14. Pakistan |
| 4. China | 15. PNG |
| 5. DPR Korea | 16. Philippines |
| 6. Hong Kong, China | 17. Republic of Korea |
| 7. India | 18. Singapore |
| 8. Indonesia | 19. Sri Lanka |
| 9. Japan | 20. Thailand |
| 10. Macao, China | 21. Viet Nam |
| 11. Malaysia | |

4.0 Air Navigation Services

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



Transitioning from
AIS to AIM

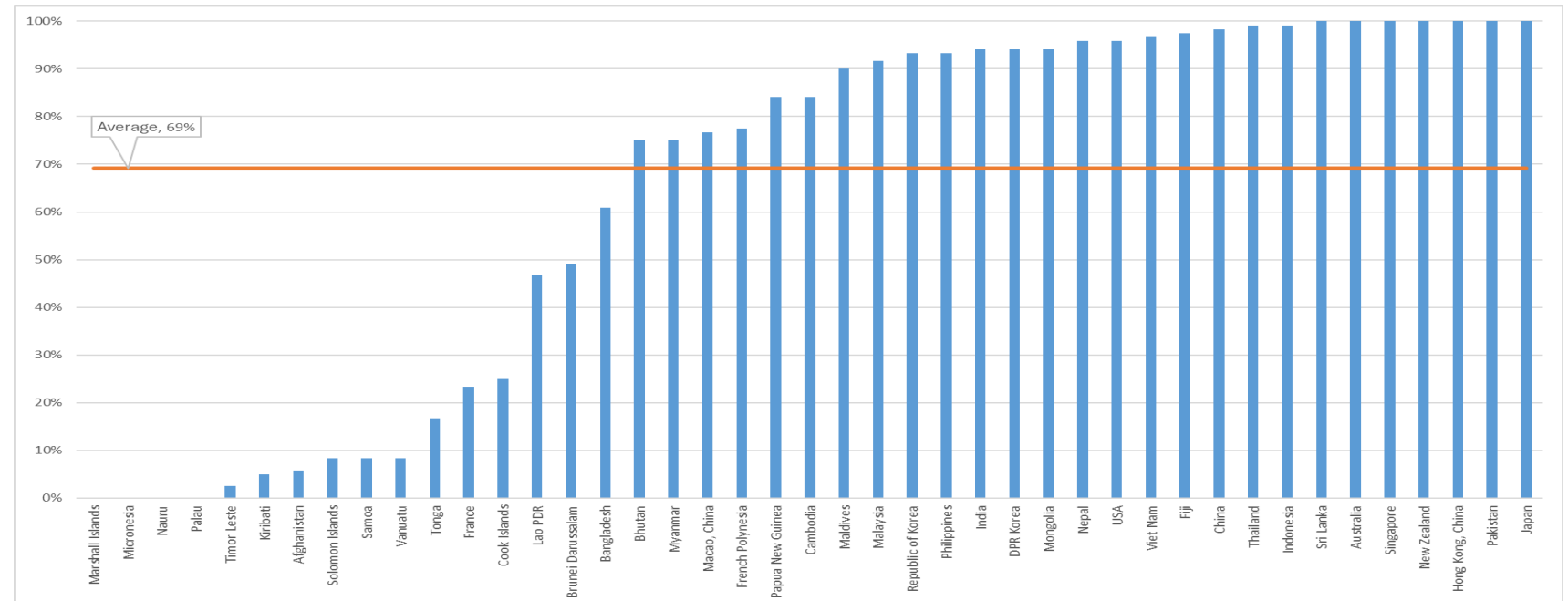


Regional AIM Plan
Monitoring and Reporting



Phase I (Consolidation existing SARPS)

- immediate implementation
- current status = 69% (54% in 2021)



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

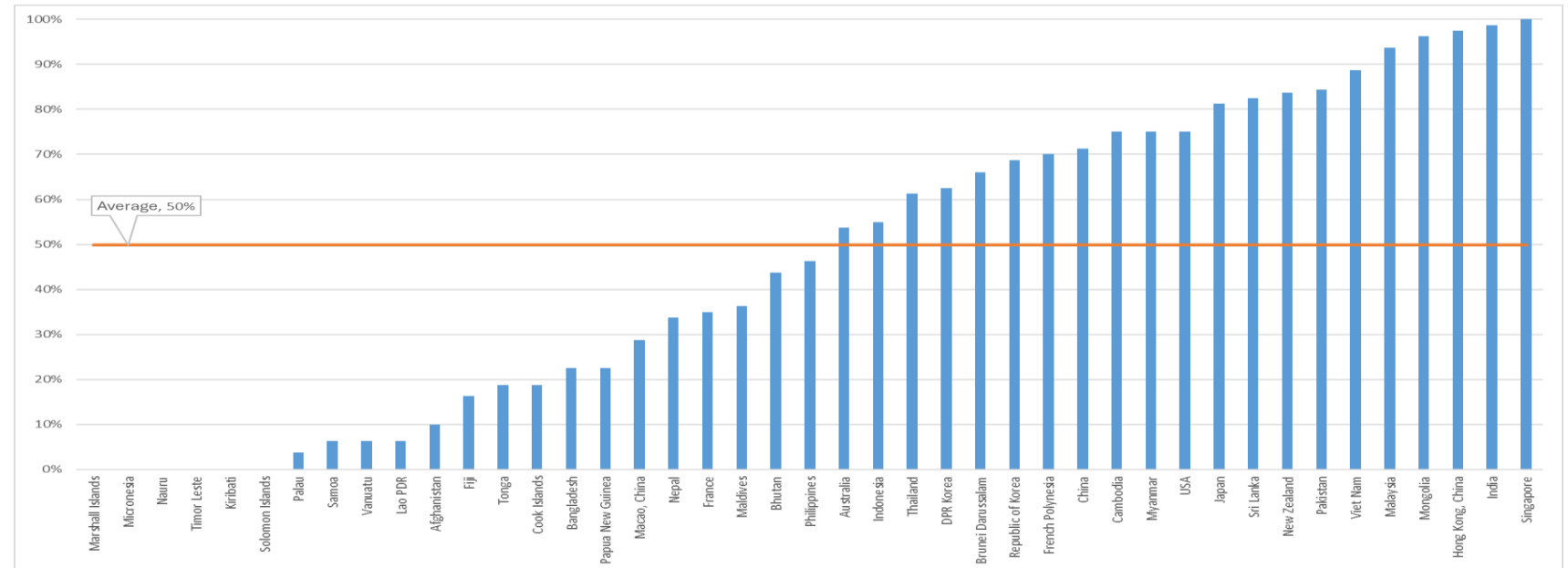


Transitioning from
AIS to AIM



Regional AIM Plan
Monitoring and Reporting

- ✈ Phase II (Going Digital)
 - target November 2019
 - current status = 50% (38% in 2021)
- ✈ Overall Phase I & Phase II = 61% (48% in 2021)



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

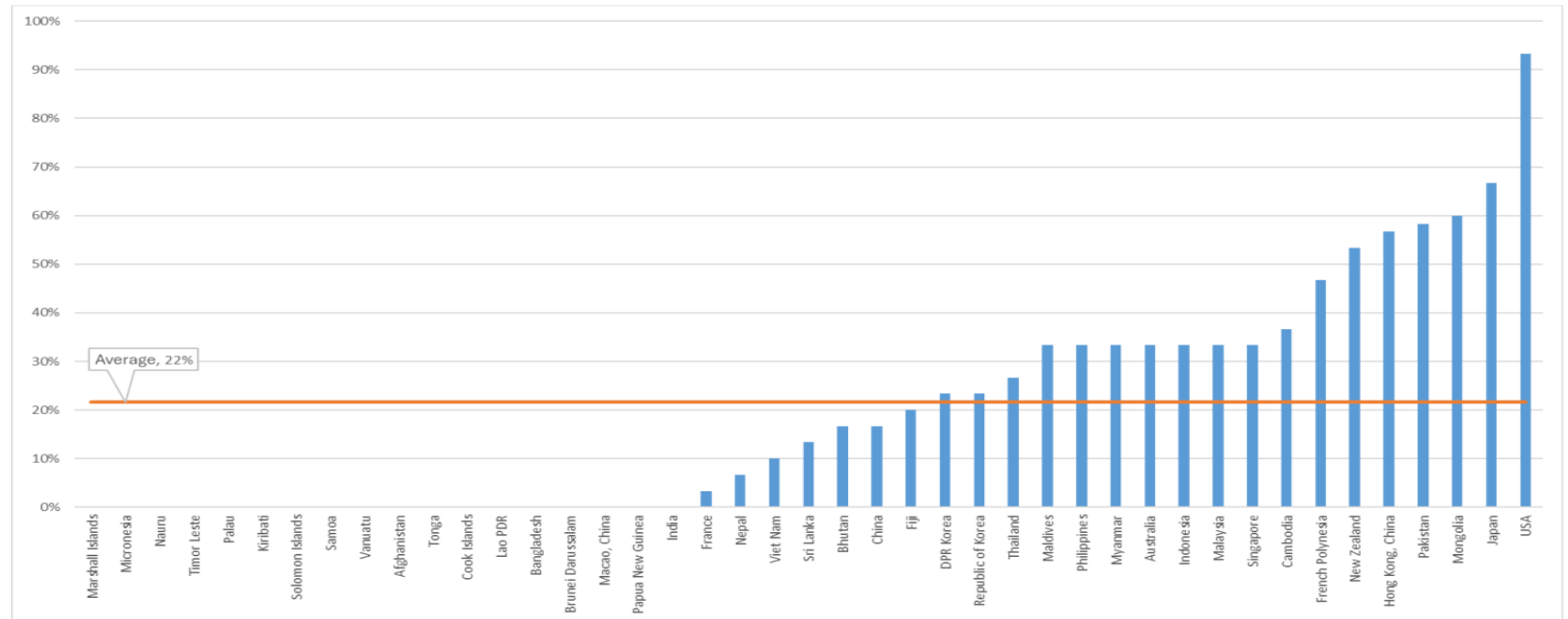


Transitioning from
AIS to AIM



Regional AIM Plan
Monitoring and Reporting

- ✈ Phase III (including SWIM-dependent AIM)
 - Target **November 2031**
 - Current Status = 22% (12% in 2021)



4.2 a) Aeronautical Information Management (AIM)

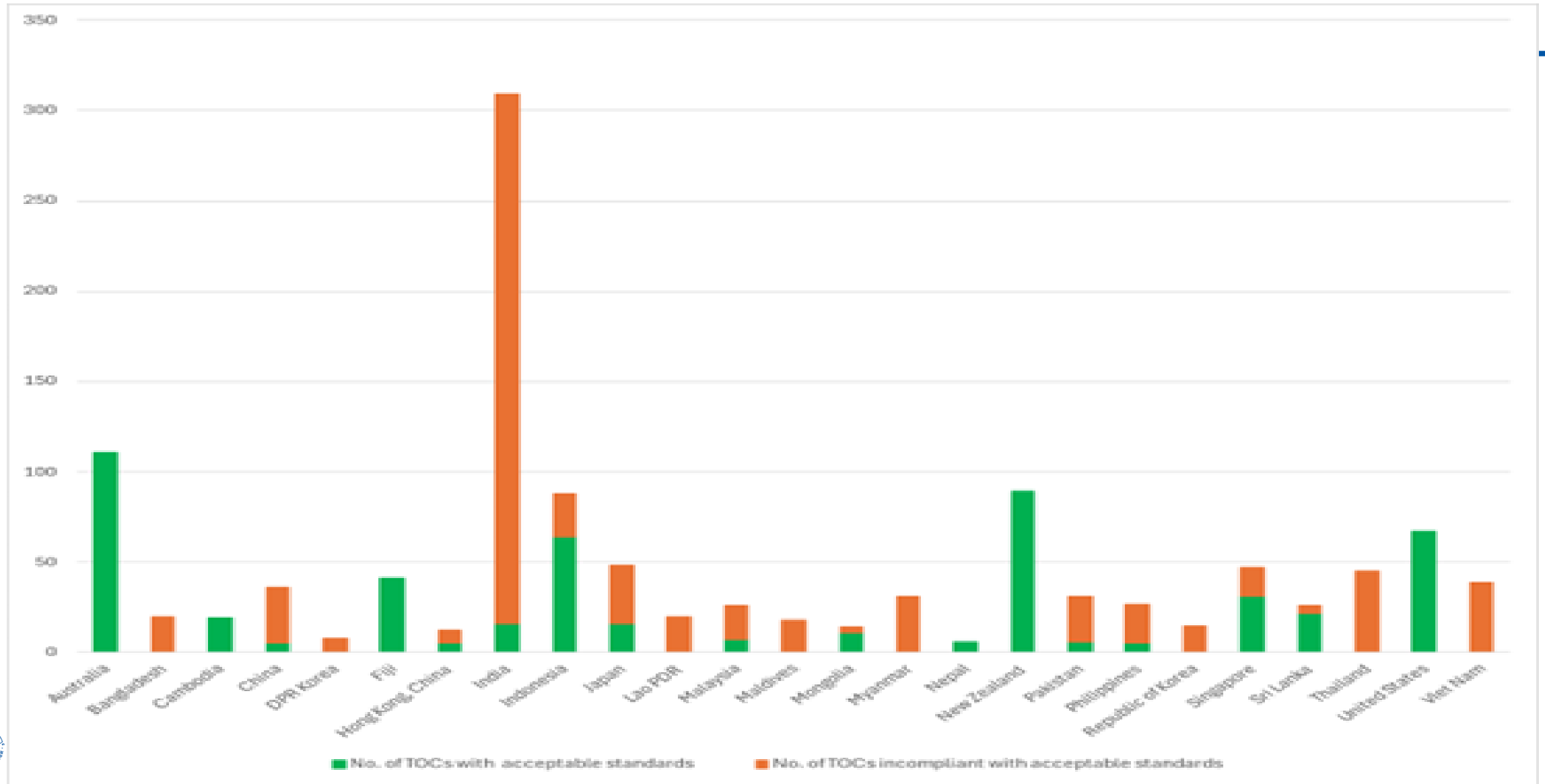
The slow progress of AIS/AIM implementation continued to be closely monitored. It was emphasized that this was not an issue unique to the APAC region, but a global challenge that needed to be addressed in support of future operational concepts, including FF-ICE and TBO.

In this regard, ICAO will undertake a series of global implementation support initiatives during the 2026–2028 triennium, including workshops and other capacity-building activities to assist States in the effective implementation of WGS-84, QMS and digital aeronautical information.

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: ≤ 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: ≤ 50 NM
 - Category R $\rightarrow$ S TOC - Acceptable standard: ≤ 50 NM
 - Category S $\rightarrow$ S TOC - Acceptable standard: ≤ 10 NM



**Analysis of Inbound TOC Compliance with Acceptable Standard by Asia/Pacific Administration,
April 2026**

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)**
- APANPIRG/36 (Decision 36/7) established the Asia/Pacific Project 30/10 Task Force (AP30-10/TF) under the ATM Sub-Group to coordinate regional implementation.
- APAC Project 30/10 Task Force had the kickoff meeting in April 2026 and subsequently had the first meeting in June 2026 at Tangerang, Jakarta , Indonesia.

	Number of Category R airspace to Category S FIR TOC Point	Number of Category R/S airspace to Category R FIR TOC Point	Number of Category S airspace to Category S FIR TOC Point	Total	%age
Acceptable Separation Standards	≤30 NM	≤30 NM	≤10 NM		
Compliant	44	249	48	341	27.7%
Not compliant	132	147	609	888	72.2%
Total	176	396	657	1229	100%

Comparison of Compliance of Inbound TOC Points

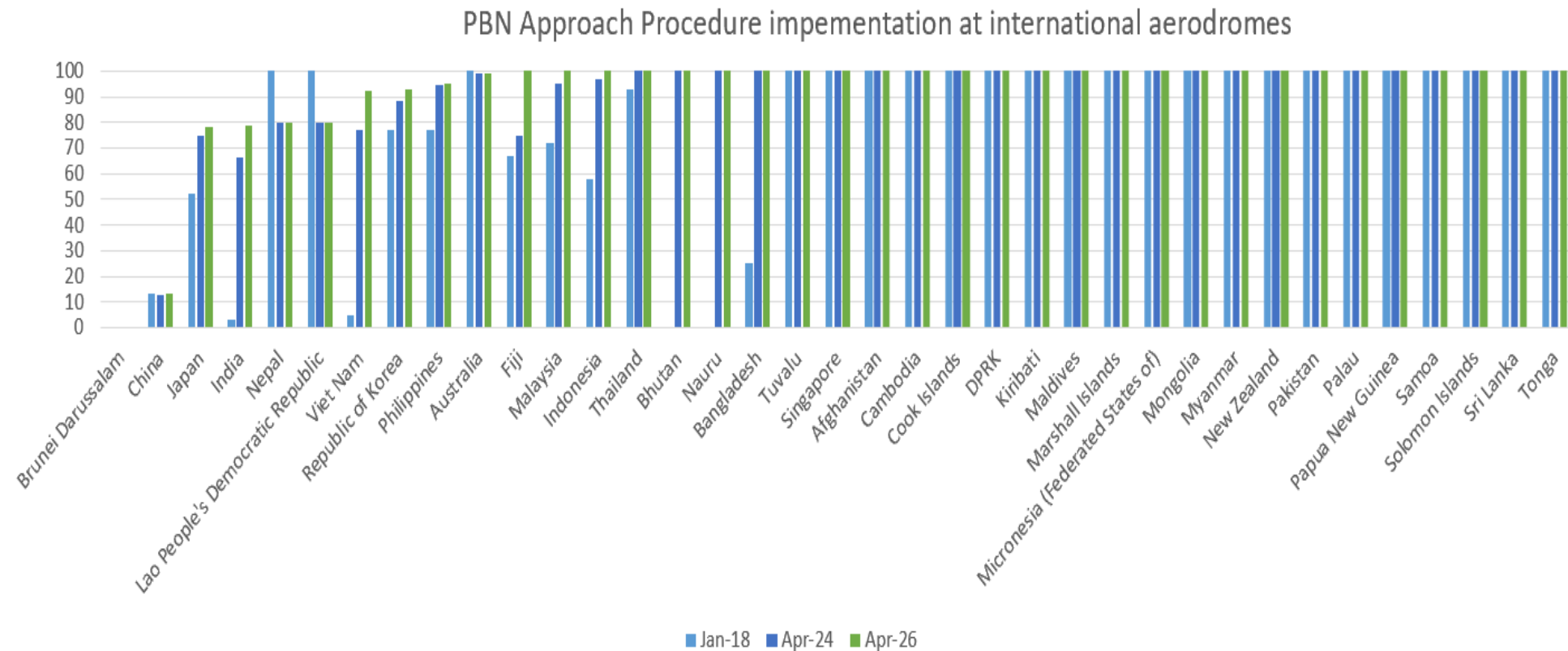
4.2 c) Performance Based Navigation (PBN)



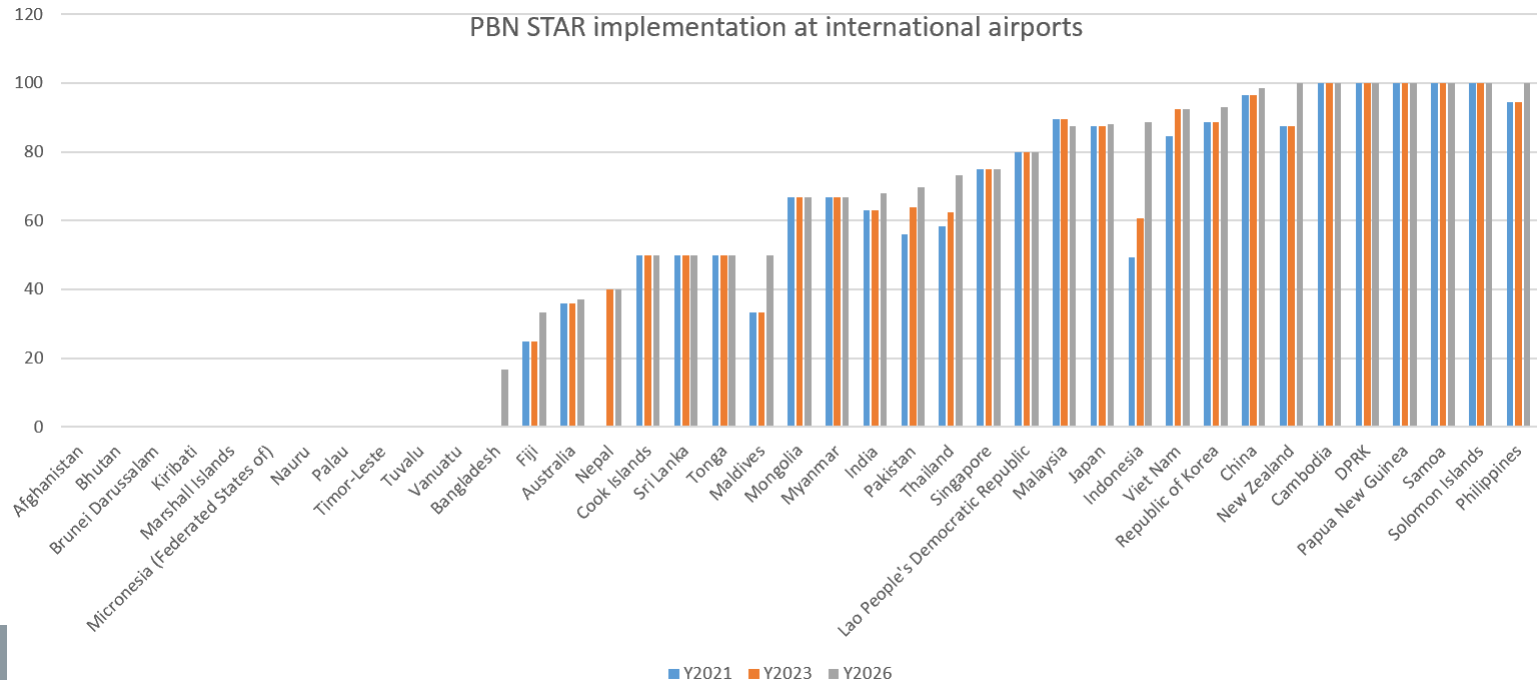
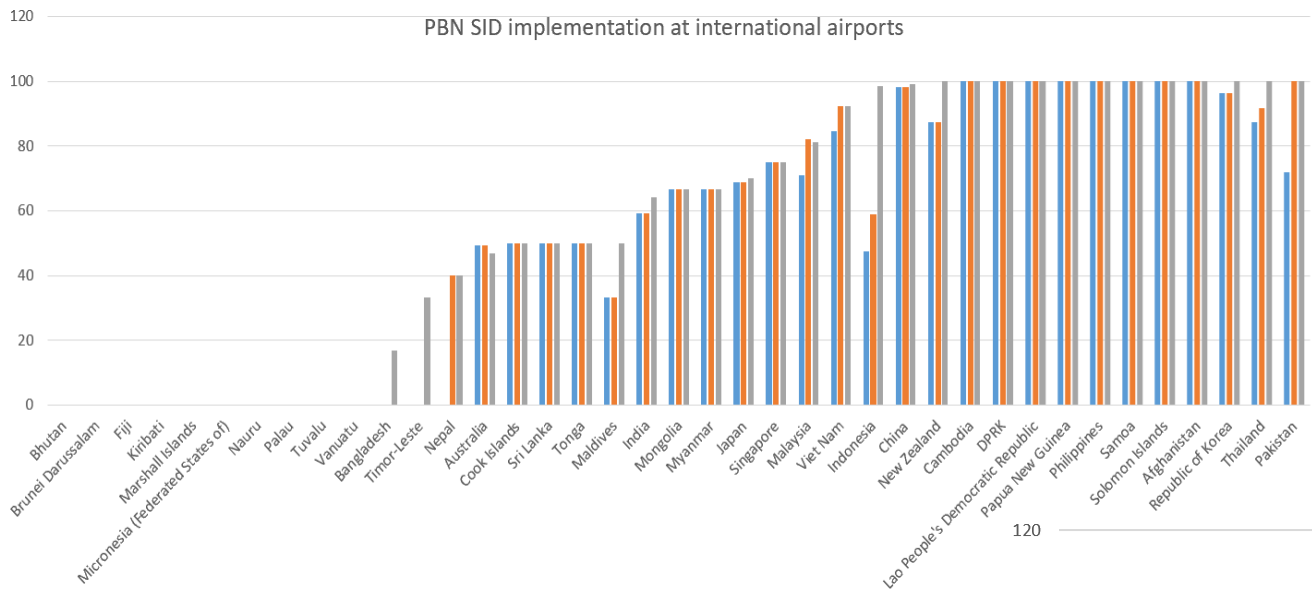
PBN implementation in accordance with ICAO Assembly Resolution A37-11 on Global PBN Goals



% 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

25



Common ground/ground telecommunication infrastructure to support ANS applications



CNS Meetings- CRV OG/15

- ✈ **30** States/Administrations (compared to 26 last year) have joined CRV and implemented operations: Australia, Bhutan, Cambodia, China, Cook Islands, Hong Kong China, Fiji, French Polynesia, India, Indonesia, Japan, Macao China, Malaysia, Maldives, Mongolia, Myanmar, Nepal, New Caledonia, New Zealand, Niue, Pakistan, Philippines, PNG, Republic of Korea, Singapore, Sri Lanka, Thailand, Tonga, USA and Vietnam
- ✈ **1** State (Solomon Islands) is in the process of joining CRV.

4.2 d) Ground telecommunication infrastructure

26



Common ground/ground telecommunication infrastructure to support ANS applications



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ACSICG/13 Meeting

- ✈ **34** States/Administrations (compared to 23 last year) (Australia, Bangladesh, Bhutan, Brunei, Cambodia, China, Hong Kong China, Macao 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 (Aeronautical Message Handling System).

4.2 e) SWIM Implementation



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



SWIM TF/11 Meeting

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- ✈ SWIM implementation indicators for the APAC region have been developed to assess the progress of SWIM implementation, covering the three stages of “In Preparation”, “Under Development” and “In Operation”.
- ✈ A regional survey was conducted in 2026 to measure the latest status of APAC States’ readiness for SWIM implementation, with 18 States responding.
- ✈ Survey results indicate that the majority of responding APAC States are in “In Preparation” status.
- ✈ States need to escalate their efforts to enhance their score in “Under Development” to move towards “In Operation”, with additional efforts required for SWIM Governance.

4.2 f) Civil Military (C/M) Cooperation



An enhanced level of
civil/military cooperation



*Inter-Regional Workshop on
Enhance CMAC/FUA (Jan. 2026)

* Survey on CMAC/FUA
Implementation in the Region
(Sep. 2025 – Mar. 2026)

- ✈ Implementation
 - ✈ huge diversity
 - ✈ tangible benefits gained in safety, capacity and efficiency
- ✈ Top three priorities
 - ✈ establishment of high-level C/M Body and regulatory framework
 - ✈ three-level airspace management with Joint C/M ASM units
 - ✈ civil-military data sharing and interoperability
- ✈ CMAC/FUA is the fundamental key enabler for several ASBU initiatives (FRA, TBO, UAS/RPAS, ...)

4.2 g) Surveillance capability



Enhanced Surveillance
capability for improved
Safety and Efficiency



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SURICG/11 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
(2026), APAC A-CDM
Implementation Reporting
(trial form-2026)

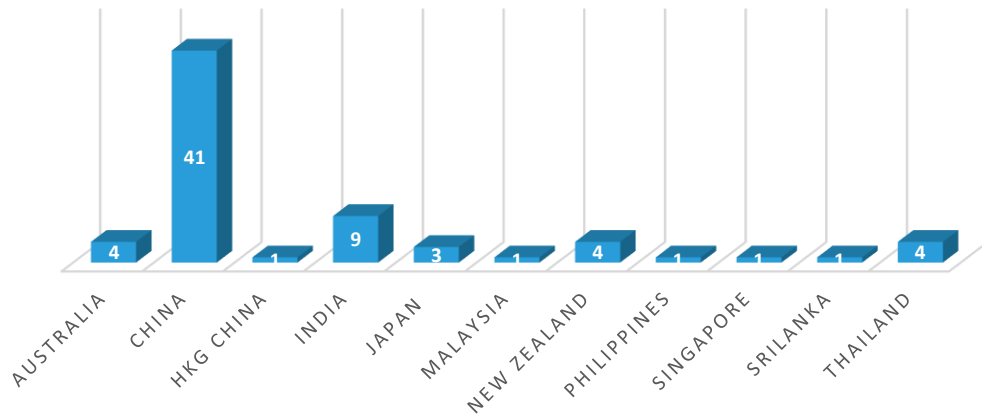
Two indicators have been selected:

- 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 IMPLEMENTATION
AIRPORTS(INCLUDING PLANNED)-1ST APRIL
2026



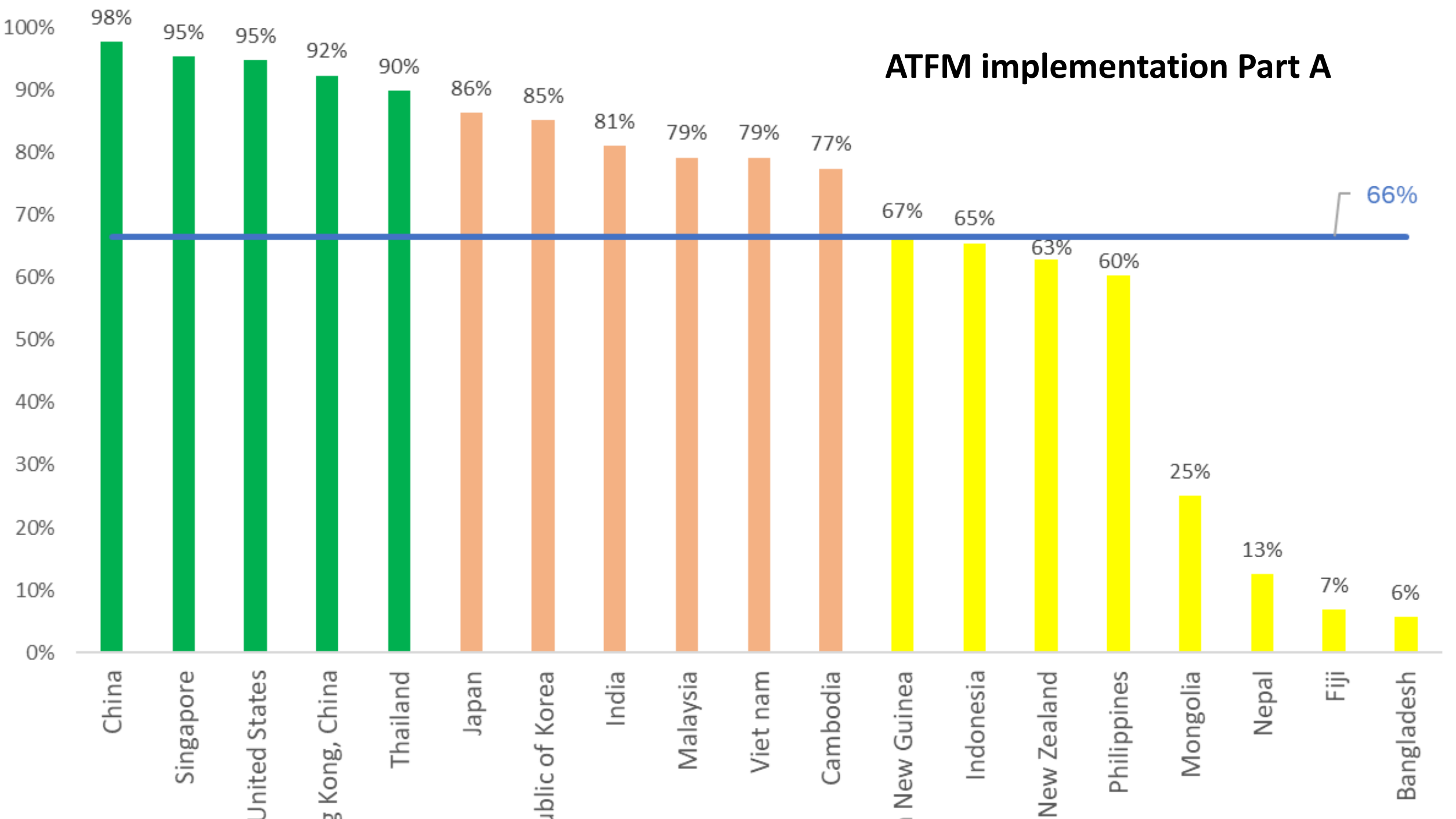
Total number of international
high-density airports = **84**

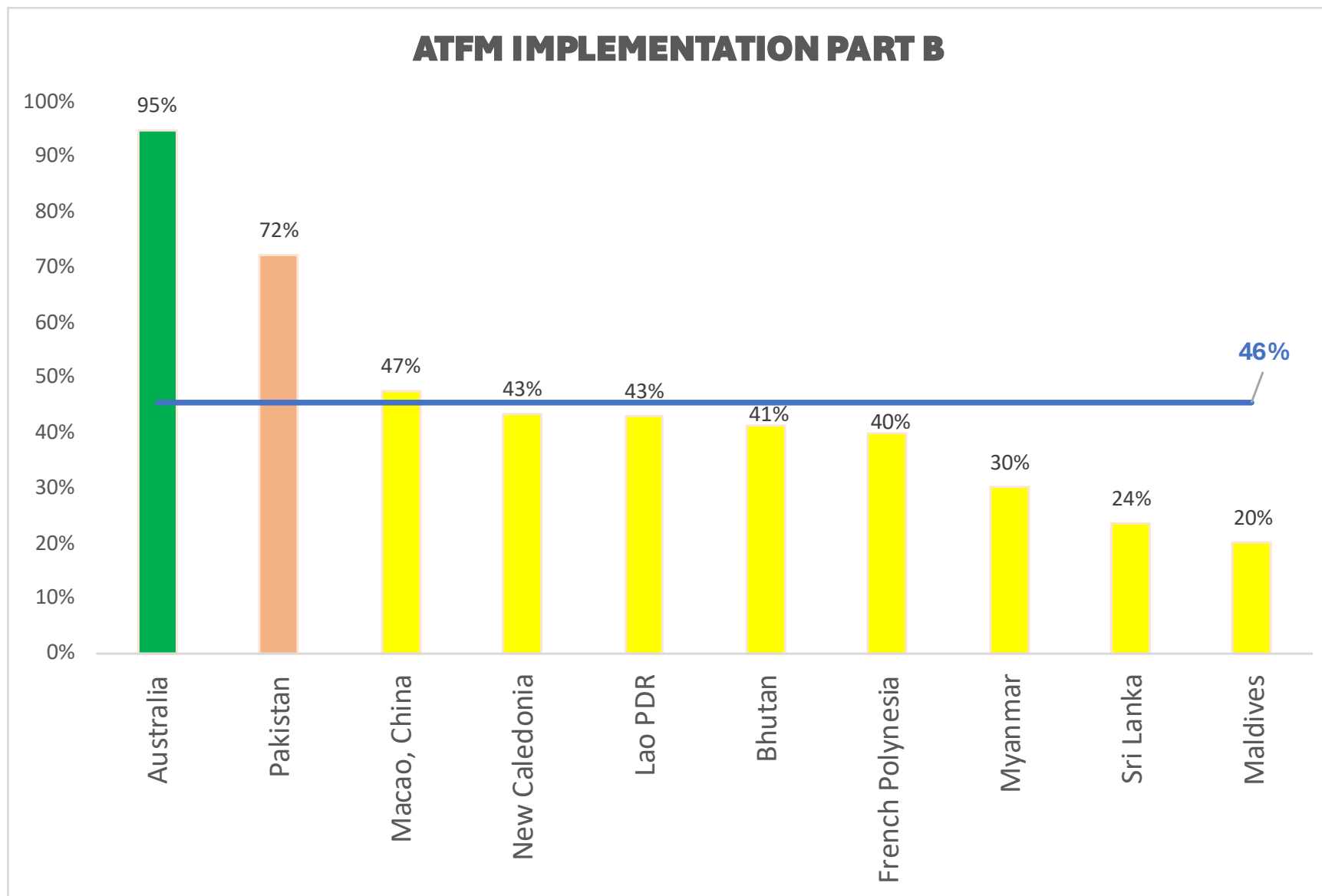
67 of them have implemented
A-CDM (69 last year- Data corrected in
the recent survey)

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

- ATFM implementation status compiled for 29 APAC States .
Monitored against two Tiers of implementation
 - **Part A:** *Implemented ATFM and implementing or planning to implement cross border ATFM*
 - **Part B :** *Implemented or Planning to implement ATFM and NOT planning to implement cross border ATFM*

ATFM implementation Part A



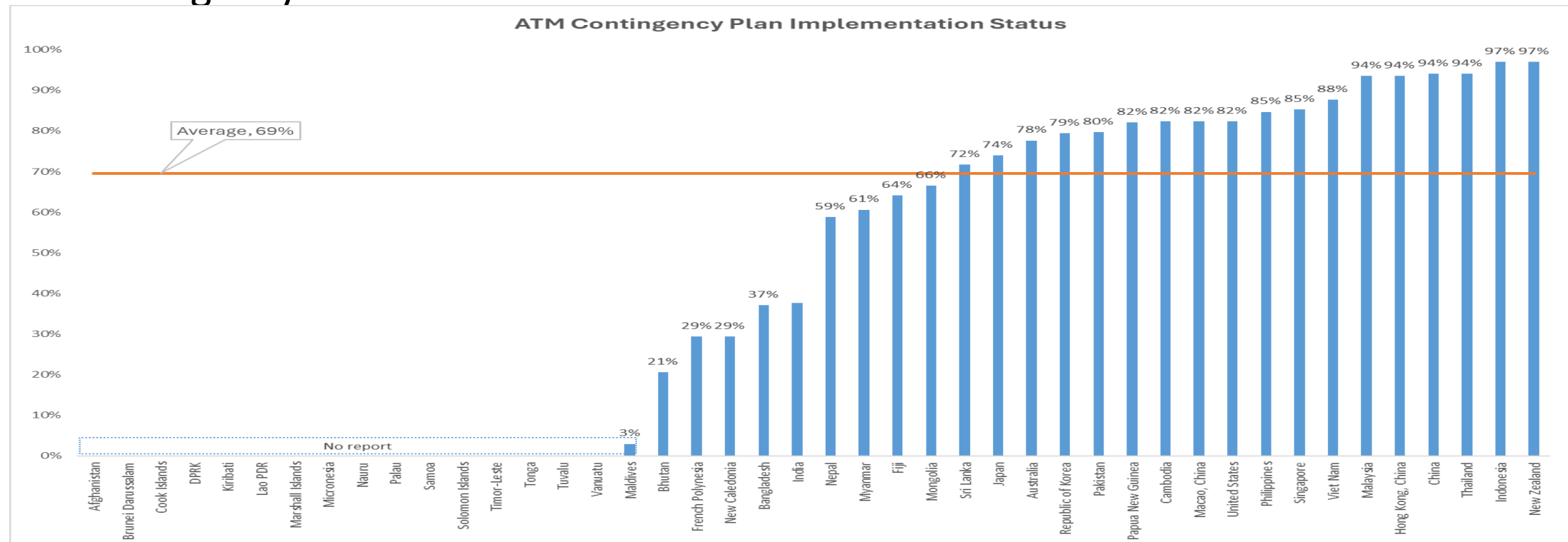


4.2 i) ATM Contingency Planning

35

Asia/Pacific Region ATM Contingency Plan

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



4.2 i) ATM Contingency Planning

Updating of Asia/Pacific Region ATM Contingency Plan

- **Apac ANSP Committee Workstream 3 achievements:**
 - developed a new regional contingency framework
 - presented at the ICAO APAC/MID ATM Contingency Planning Workshop in June 2024.
- **Regional ATM Contingency Framework (RACF):** Draft discussed at APAC RACF Workshop, Tokyo, Japan, 13 – 17 July 2026.
- **Next step:** RACF will be released following the endorsement of ATM/SG and adoption by APANPIRG/37.
- **Monitoring & Reporting:** Form will be updated accordingly for tracking States implementation status.

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



Number of States reporting National Air Navigation Plan (NANP)

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

Slow progress in the implementation of NANPs was also observed. ICAO recognized that, given the varying levels of implementation and differing national circumstances among States, the development of a single global NANP template applicable to all States would be challenging.

In light of this, ICAO planned to undertake a series of global implementation support initiatives during the 2026–2028 triennium, including workshops and other capacity-building activities, to assist States in the implementation of NANPs.

4.2 k) Enhancement of Safety Risk Assessment Capability

38

- Indicators to measure safety risk assessment capability in the APAC region are under development.
- Status of APAC States/Administrations' capabilities on safety risk assessment will be shared at the DGCA/62.

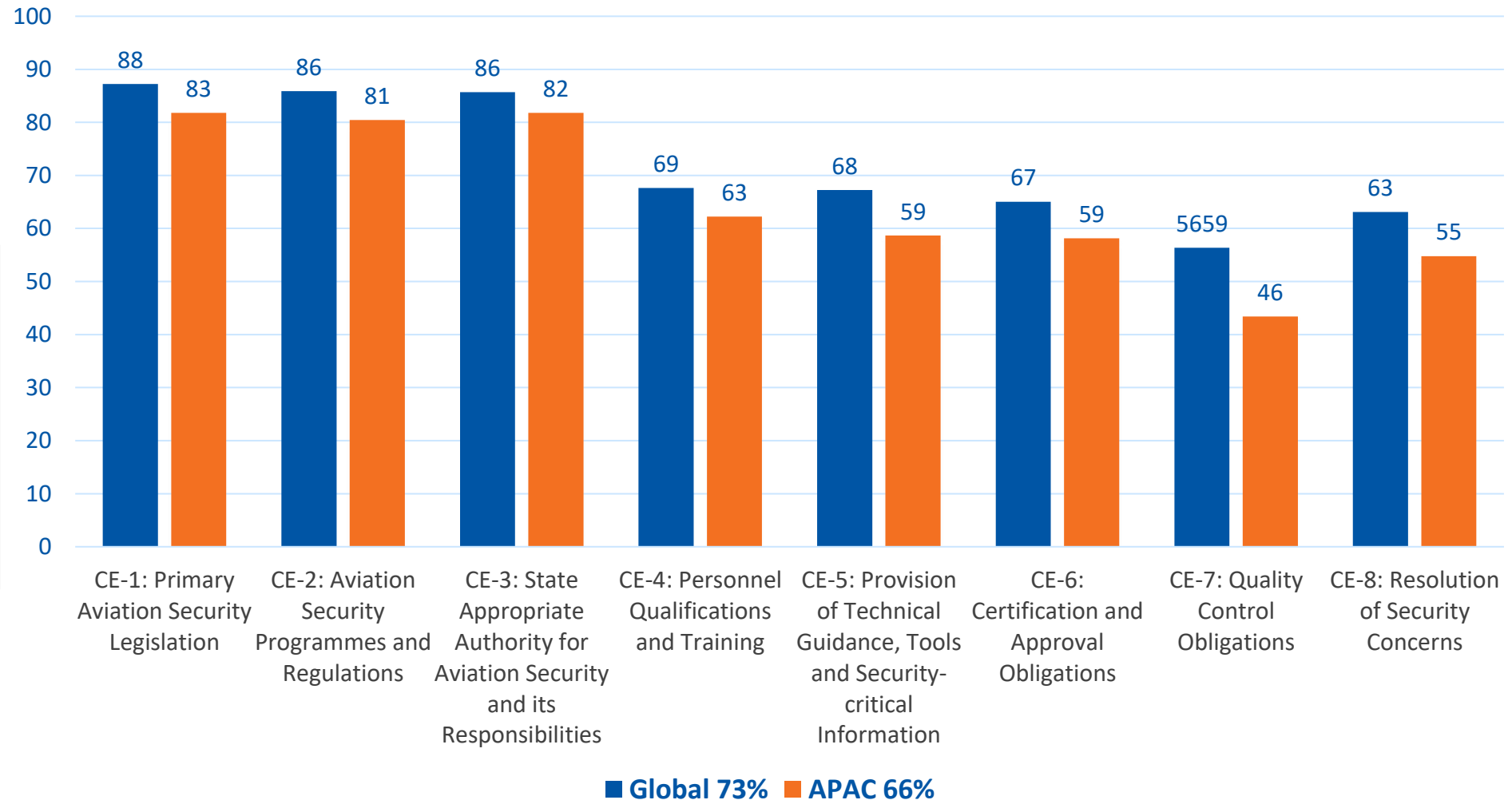
5.0 Aviation Security

5.2 a) USAP Effective Implementation (EI)

39



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



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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

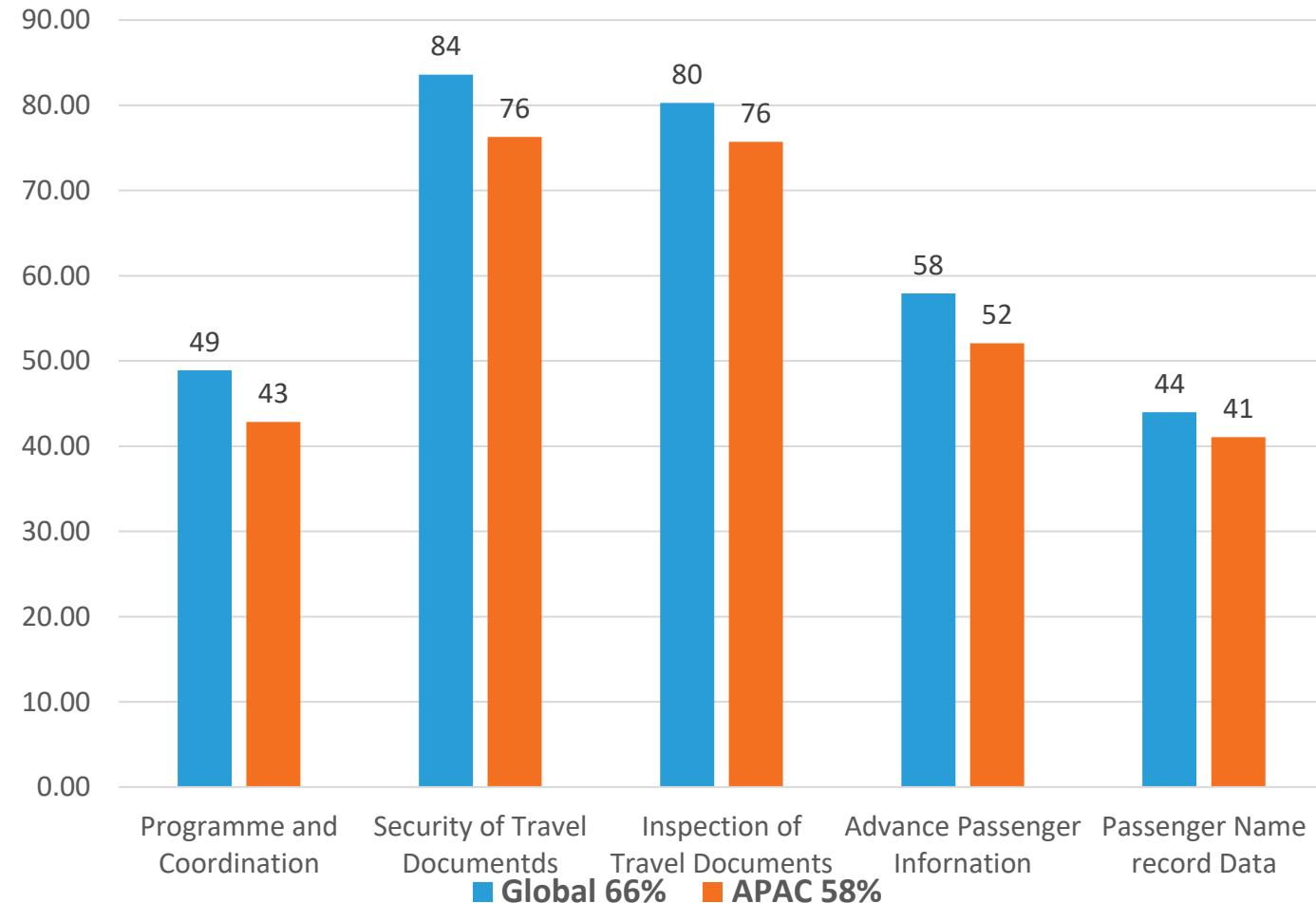
13th Session of the RASCF
conducted in 2025

6.0 Facilitation

41



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



2025 Survey conducted to measure the implementation of the first set of the ICAO APAC Gender Equality Indicators in APAC Member States/Administrations.

1. The first set of APAC Gender Equality Indicators covers Gender Equality Policy, Leadership Position, and Safe and Secure Working Environment.
2. A regional survey was conducted in 2025 to measure the implementation of the indicators, with 15 States/Administrations responding.
3. Key observations:
 - All responded States/Administrations working practices and environments are maintained to make all staff feel safe and secure, including training and policies for protection against sexual harassment.
 - Many States have not set out quantitative targets to promote gender equality and women's empowerment in the aviation sector.
 - There is a lack of high-level decision-makers comprising a balanced number of males and females in many States/Administrations.

8.0 Resourcing for Civil Aviation

43



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

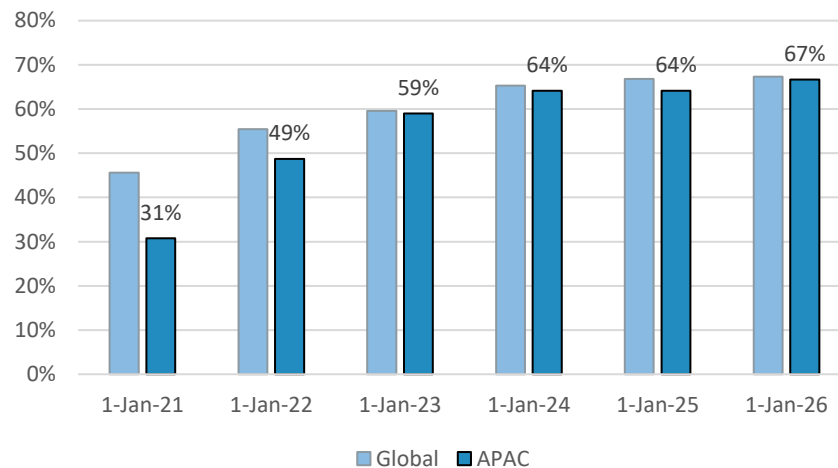
9.0 Aviation Environment Protection

Reduce emissions and other environmental impacts of aviation

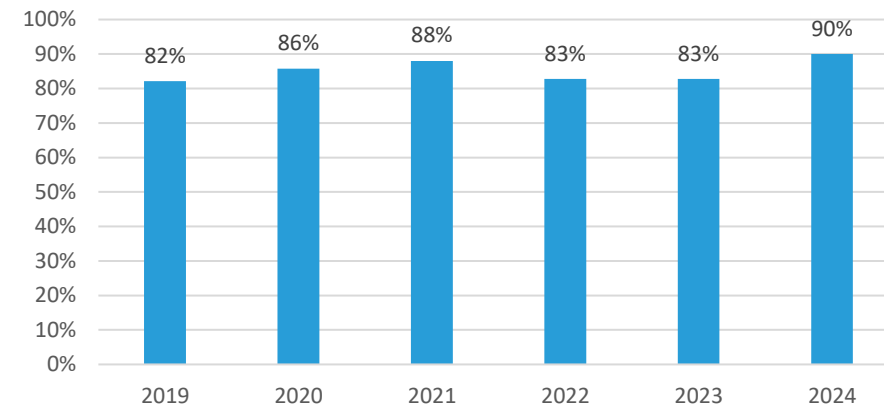


Encourage Asia and Pacific States/Administrations to continue their efforts and work together to reduce emissions and other environmental impacts of aviation.

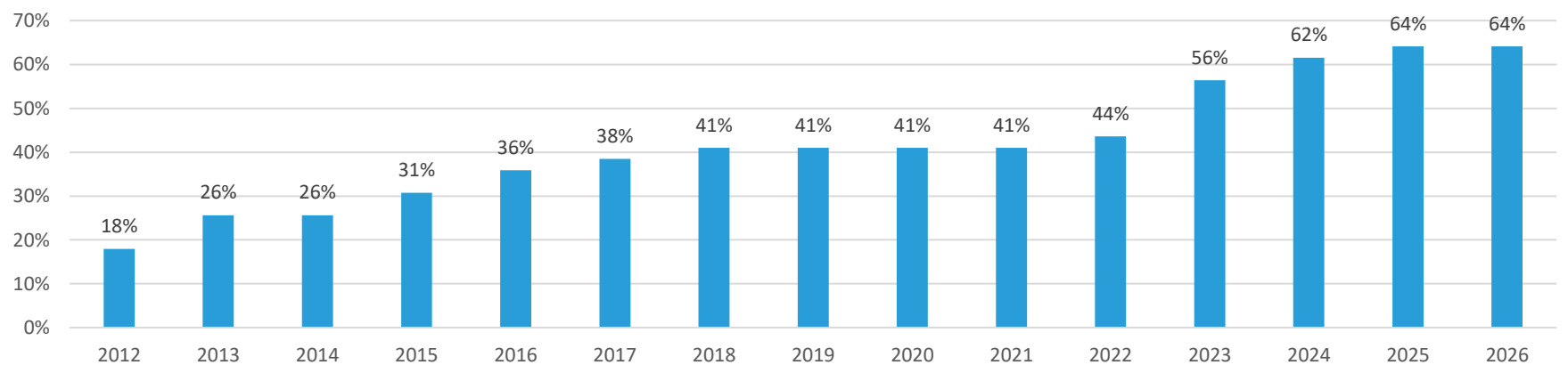
% of CORSIA Voluntary Participation States



% of States report to CORSIA Central Registry



% of States submitted the State Action Plan



10 Ratification of International Air Law Treaties

45



- 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, and number of State Air Law focal point

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. To date, 30 States out of 39 in the region have nominated and/or updated Focal Points for the ratification of international air law treaties (77% of States in the region).
5. APAC RO is following up this matter in various regional events.

Conclusion

Implementation of Delhi Declaration commitments

46

- ✈ 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.



Thank You!