

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

*Kuala Lumpur, Malaysia
7 – 11 September 2026*

AGENDA ITEM 9: UPDATES

**APAC ANSP COMMITTEE (AAC):
PROGRESS REPORT AND NEXT STEPS**

(Presented by the APAC ANSP Committee)

SUMMARY

This paper proposes a two-year extension of the Asia-Pacific Air Navigation Services Provider (ANSP) Committee (AAC) covering 2027–2028. The AAC will focus on realising minimum capabilities as set out in the ICAO Minimum Implementation Path through regional Air Traffic Management (ATM) initiatives. To do so, the AAC will support ANSPs of States/Administrations to develop common situational pictures for enhanced situational awareness that facilitate Collaborative Decision Making (CDM) to better optimise airspace capacity to meet the rising air traffic demands. This would support seamless operations across the Asia-Pacific region and strengthen regional ATM contingency preparedness.

APAC ANSP COMMITTEE: PROGRESS REPORT AND NEXT STEPS

1. INTRODUCTION

1.1 The APAC Air Navigation Services Provider (ANSP) Committee (AAC) was established by the 57th Conference of Directors General of Civil Aviation, Asia and Pacific Regions, in 2022 and extended at the 59th Conference in 2024.

1.2 The AAC was established to advance regional cooperation among ANSPs in four strategic areas:

- a. investment in capacity and systems;
- b. seamless air navigation services (ANS);
- c. contingency planning; and
- d. operations of oceanic ANSPs.

1.3 Since its establishment, the AAC has served as a regional platform to develop common capabilities, facilitate interoperability, strengthen operational collaboration, and support implementation of emerging air navigation concepts.

1.4 As the aviation sector prepares for sustained growth and increasing operational complexity, regional collaboration will become increasingly important to ensure safe, efficient, and interoperable air traffic management across the Asia-Pacific Region.

2. DISCUSSION

AAC Achievements (2023–2026)

2.1 The AAC has successfully delivered outcomes across its four workstreams (WS).

2.2 **WS1 Investment in Capacity and Systems** AAC under WS1 laid the foundation for regional interoperability and implementation support through the development of an ANS technology and systems architecture, the delivery of two training programmes on Communications, Navigation, Surveillance / Air Traffic Management (CNS/ATM) technologies, and the planned conduct of a training programme on the operations and maintenance of CNS/ATM equipment in October 2026.

2.3 **WS2 Seamless ANS** AAC under WS2 laid the foundation for regional Air Traffic Flow Management (ATFM) and Trajectory-Based Operations (TBO). The workstream established weekly, daily and event-triggered Traffic Flow Coordination Calls, enhancing regional situational awareness and collaborative decision-making. It also developed the APAC TBO Roadmap, which was endorsed for incorporation into the Asia/Pacific Seamless ANS Plan.

2.4 **WS3 Contingency Planning** AAC under WS3 developed a comprehensive Regional ATM Contingency Framework (RACF), including supporting guidance and operational playbooks to strengthen regional resilience. The RACF is expected to be submitted to ICAO APANPIRG for endorsement in November 2026.

2.5 **WS4 Operations of Oceanic ANSPs** AAC under WS4 developed the guidance material for a phased transition towards Free Route Operations (FRT0). This guidance material is expected to be submitted to ICAO APANPIRG for endorsement in November 2026 and WS4 will conclude its activities.

Proposed 2-year Extension of the AAC 2027–2028

2.6 ICAO projects global air traffic to nearly triple by 2050, with APAC at the forefront of growth; this presents tremendous opportunities for States and the aviation industry. To meet demand, States are building capacity at airports as airlines continue to expand. In parallel, we need to also build capacity in the skies to match capacity on the ground. This requires ANSPs to prioritise investment in their respective capabilities. It will also require ANSPs to work together across Flight Information Regions to ensure inter-operability of systems and procedures and optimise traffic flow, enhancing safety and efficiency and reducing travel time and cost.

2.7 As an initial step, in 2025, the 42nd ICAO Assembly agreed to develop the Minimum Implementation Path (MIP) – a clearly defined baseline set of essential elements that all States should implement to ensure global interoperability, harmonization, and readiness for future air navigation modernisation.

2.8 The AAC therefore proposes a two-year extension covering 2027–2028 to focus on realising minimum capabilities as set out in the ICAO MIP through regional Air Traffic Management (ATM) initiatives. To do so, the AAC will support ANSPs of States/Administrations to develop common situational pictures for enhanced situational awareness that facilitate Collaborative Decision Making (CDM) to better optimise airspace capacity to meet the rising air traffic demands. This would support seamless operations across the Asia-Pacific region and strengthen regional ATM contingency preparedness.

2.9 The 3 workstreams will focus on the following activities during the next 2 years.

2.10 **WS1 Investment in Capacity and Systems** AAC under WS1 will provide implementation support on MIP capabilities for APAC and identify additional capabilities needed for APAC to realise regional ATM. This will include developing common specifications, coordinated procurement and operationalisation, and continued training on technology, operations and maintenance of CNS/ATM equipment.

2.11 **WS2 Seamless ANS** AAC under WS2 will develop, trial and implement new concept of operations (ConOps) in APAC. WS2 will design the common situational pictures for the region to perform CDM. The WS2 will also embrace new technologies such as artificial intelligence while developing ConOps for CDM.

2.12 **WS3 Contingency Planning** AAC under WS3 will focus on strengthening regional ATM contingency preparedness by supporting the implementation of the Regional ATM Contingency Framework (RACF), facilitating regional exercises to enhance operational readiness, and promoting common platforms for real-time information sharing to improve situational awareness and coordinated response across APAC ANSPs during contingency events.

Secretariat Arrangement

2.13 The Secretariat role will continue to be provided by ICAO. Depending on the workload, ICAO may reach out to ANSPs of States/Administrations to augment the Secretariat team.

3. ACTION BY THE CONFERENCE

3.1 The Conference is invited to:

- a) note the achievements of the APAC ANSP Committee (AAC); and
- b) agree to a two-year extension of the AAC covering 2027–2028 with Workstream 1 providing implementation support on achieving Minimum Implementation Path

(MIP) and regional Air Traffic Management (ATM) capabilities; Workstream 2 developing, trialling and implementing new concept of operations (ConOps) to support Collaborative Decision Making (CDM); and Workstream 3 strengthening regional ATM contingency preparedness.

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