



ICAO

International Civil Aviation Organization

**THE THIRTIETH MEETING OF THE
COMMUNICATIONS / NAVIGATION AND
SURVEILLANCE SUB-GROUP (CNS SG/30)
OF APANPIRG**

Bangkok, Thailand, 06 July – 10 July 2026

Agenda Item 10: Regional implementation review and updates

10.5 Delhi Declaration implementation related to CNS

DELHI DECLARATION IMPLEMENTATION STATUS RELATED TO CNS

(Presented by the Secretariat)

SUMMARY

At the First ICAO's Asia Pacific Ministerial Conference on Civil Aviation in Beijing, China, in 2018, the Asia Pacific Ministers in charge of civil aviation formalized their shared commitments to high-priority aviation safety and efficiency objectives in the Beijing Declaration. The Second Asia Pacific Ministerial Conference on Civil Aviation was held from 11 to 12 September 2024 in New Delhi, India. At the Conference, the Asia Pacific 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)*, also known as the Delhi Declaration.

This paper provides a snapshot of the current progress on the implementation of the Asia Pacific Member States/Administrations' commitments related to CNS, outlined in the Beijing Declaration and the Delhi Declaration.

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 *Declaration of/Asia-Pacific Ministerial Conference 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. At the Conference, India offered to host the Second Asia Pacific Ministerial Conference on Civil Aviation (APACMC/2) in India in 2020. However, the second Conference was not organized in 2020 due to the COVID-19 pandemic.

1.2 The Second Asia Pacific Ministerial Conference on Civil Aviation (APACMC/2) was held from **11 to 12 September 2024 in New Delhi, India**. The conference endorsed the Asia Pacific Ministerial Declaration on Civil Aviation (Delhi), also known as **the Delhi Declaration**. This paper provides key information on the status of the commitments of APAC Member States/Administrations outlined in the Beijing Declaration/Delhi Declaration in the field of Air Navigation Services (CNS).

1.3 The current implementation status of the APAC States' commitments to the Beijing Declaration/Delhi Declaration is based on data collected by the ICAO Secretariat in 2025-2026

meetings in the area of Air Navigation Services.

2. DISCUSSION

Declaration of the Asia-Pacific Ministerial Conference on Civil Aviation (Beijing)- ANS Commitments

2.1. The Ministers' commitment to Air Navigation services defined in the Beijing Declaration is as follows:

2.1.1 Commit to the implementation by 2022 of the Asia/Pacific Seamless Air Traffic Management (ATM) Plan to enhance ATM capacity and harmonization in the Region, including a focus on:

- (a) Transitioning from Aeronautical Information Service (AIS) to Aeronautical Information Management (AIM) System;
- (b) Performance-Based Navigation (PBN) implementation;
- (c) Common ground/ground telecommunication infrastructure to support Air Navigation Services (ANS) applications;
- (d) An enhanced level of civil/military cooperation;
- (e) Enhanced surveillance capability including Automatic Dependent Surveillance-Broadcast (ADS-B) technology;
- (f) Air Traffic Flow Management/Collaborative Decision Making (CDM) implementation for high-density airports; and
- (g) Air navigation in national planning frameworks such as National Development Plans (NDPs) supported by National Air Navigation Plans.

2.1.2 Promote sharing of best practices 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.

The Second APAC Ministerial Conference on Civil Aviation (APACMC/2)

2.2. More than 200 delegates from 31 States / Administrations and 8 International Organizations, including 17 Ministers/Deputy Ministers/Vice Ministers and 24 Directors General of Civil Aviation (DGCA), attended the APACMC/2 Conference. During the Conference, India hosted several initiatives/events to celebrate ICAO's 80th anniversary.

2.3. The Conference endorsed the Second Asia and Pacific Ministerial Declaration on Civil Aviation (Delhi), also known as **the Delhi Declaration (Appendix A)**.

Declaration of the Asia-Pacific Ministerial Conference on Civil Aviation (Delhi)

2.4. The Delhi Declaration generates the political will needed to support the organization's various objectives for an effective and efficient aviation system. The Declaration incorporated various critical aspects that required immediate attention from the APAC States. It included substantial commitments needed from the APAC States for the effective implementation of ICAO global plans, the

implementation of aviation safety and air navigation services priority elements, and the addition of resilience to health-related disruptions. Furthermore, it has highlighted commitments required for gender equality, resourcing for civil aviation, aviation environment protection, and ratification of international air law treaties.

2.5. The Delhi Declaration objective is not only to improve compliance with ICAO requirements but also to engage in high-level engagement to facilitate the decision of strategies and priorities for the Asia Pacific region, emphasizing the need for safety and promoting a culture of innovation.

2.6. The Declaration was also presented at the 59th DGCA Conference held from 14-18 October in Cebu, Philippines. The Conference formulated the following Action Item:

Action Item 59/41	The Conference encouraged States/Administrations to: 1. continue to prioritize efforts towards the realization of the Beijing Declaration commitments; 2. collaborate to achieve the commitments of the Delhi Declaration; 3. share implementation status of Beijing and Delhi Declaration at APANPIRG, RASG-APAC and RASCF Meetings; and 4. consider the feasibility of hosting the 3rd Asia/Pacific Ministerial Conference.
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Declaration of the Asia-Pacific Ministerial Conference on Civil Aviation (Delhi)- ANS Commitments

2.7. The Ministers' commitment to Air Navigation services defined in the Delhi Declaration is as follows:

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 neighboring 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.

2.8. The List of Indicators to measure each of these implementations is as follows:

SN	Reference for the Delhi Declaration	Commitments in the Delhi Declaration	Corresponding Commitments in the Beijing Declaration	Indicators
1)	4.2 (c)	Performance-Based Navigation (PBN) implementation in accordance with ICAO Assembly Resolution A37-11 on Global PBN Goals;	Performance-Based Navigation (PBN) implementation;	Percentage of PBN Approach procedures on international runway ends. Percentage of PBN SIDs/STARs on international runway ends
2)	4.2 (d)	Common Ground/Ground Telecommunication Infrastructure to support ANS applications	Common ground/ground telecommunication infrastructure to support Air Navigation Services (ANS) applications;	Status of connection to Common aeRonautical VPN (CRV)
3)	4.2 (e)	Expediting the implementation of ICAO provisions	New	Complicated Indicators (Appendix B)

		related to System Wide Information Management (SWIM);		
4)	4.2 (g)	Enhanced Surveillance capability for improved Safety and Efficiency;	Enhanced surveillance capability, including Automatic Dependent Surveillance-Broadcast (ADS-B) technology;	Number of States providing ADS-B based surveillance service either for separation or situation awareness

2.9. As three out of four commitments in the Delhi Declaration related to CNS are directly linked to the Beijing Declaration, the same indicators are currently being used to measure progress on those commitments. The indicators would continue to be reviewed in the relevant meetings in 2026, and any amendments would be made based on the discussion.

2.10. The current implementation status of the APAC States' commitments to the Delhi Declaration for CNS is as follows:

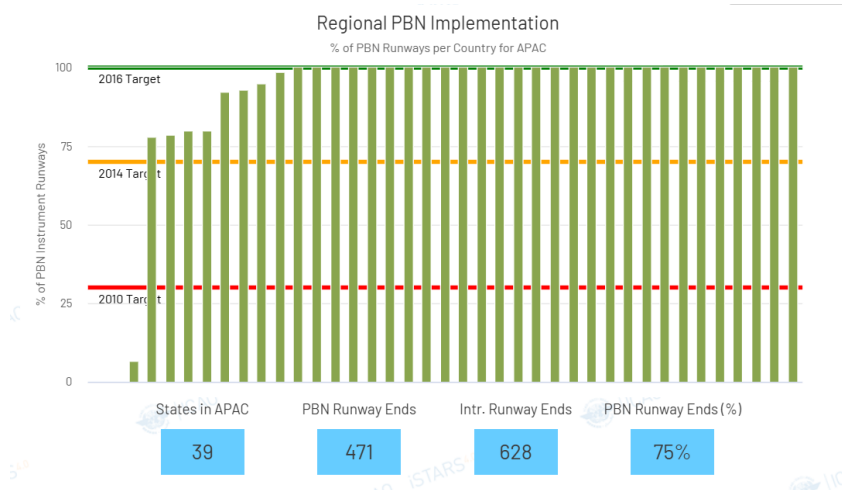
4.2 (c) Performance-Based Navigation (PBN) implementation in accordance with ICAO Assembly Resolution A37-11 on Global PBN Goals

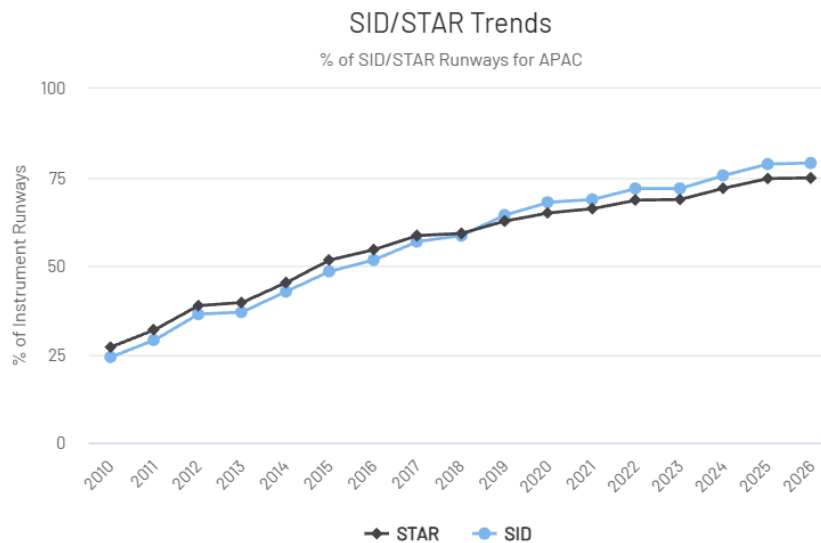
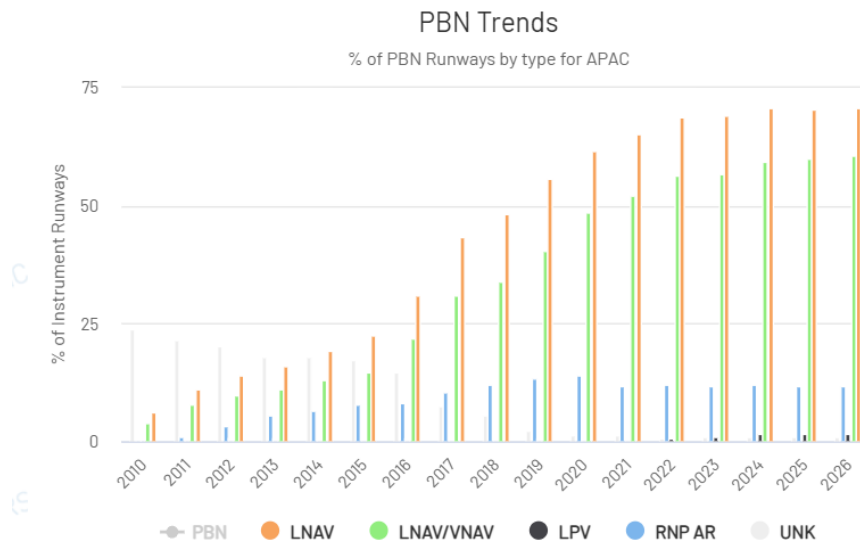
Indicators:

1. Percentage of PBN Approach procedures on international runway ends.
2. Percentage of PBN SIDs/STARs on international runway ends.

Source: iSTARS (Integrated Safety Trend Analysis and Reporting System)

Current implementation:





Analysis: Out of **628** international runways in the APAC region, **471** have PBN runway ends, making **75%**. According to the same portal, there were **645** international runways last year. The 75% of PBN Approach procedures on international aerodromes in some States can be explained by the fact that the ILS Cat I is the main navigation system for landing and no PBN procedures have been published as a backup yet. In addition, delays in PBN procedure approval, lack of resources, and lack of competency of procedure designers may be some reasons for the low PBN implementation status.

79% of instrument runways have implemented the SID procedure, and **74.8%** have implemented the STAR procedure. States should continue their efforts to use PBN for Approach procedures, arrival/departure procedures and ATS routes to harvest the optimum benefits from this technology, which may reduce operating costs due to the probable rationalization of navigation aids.

4.2 (d) Common Ground/Ground Telecommunication Infrastructure to support ANS applications

Indicator: Status of connection to Common aeronautical VPN (CRV)

Source: CNS contributory bodies Meetings (CRV OG)

Current implementation:

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

Analysis: To fully utilise CRV capabilities, all Member States must join CRV as soon as practicable.

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

Indicator: Appendix B

Source: CNS contributory bodies Meetings (SWIM TF)

Current implementation:

- The Eleventh Meeting of the System Wide Information Management Task Force (SWIM TF/11) was held from **25 – 29 May 2026** in the ICAO APAC Regional Office, Bangkok, Thailand. The SWIM indicators were finalised by the Meeting. The finalised indicators are provided in **Appendix B**.

- Furthermore, it was agreed by SWIM TF/11 that the ICAO Secretariat will develop an **online platform** for reporting SWIM implementation progress in accordance with the finalised indicators. Access to the platform will be shared via a State letter and email on 3 July 2026 for States'/Administrations' reporting. It was added that all States/Administrations are required to respond to the SWIM implementation progress reporting request, as this information and detailed analysis of results will be presented to **the DGCA/61 conference**, as requested by the **DGCA/60 Meeting**.

- It was also agreed by SWIM TF/11 that **only one response** from each State/Administration will be accepted. Therefore, States/Administrations were advised to conduct broader consultation, primarily with AIS providers, ANSPs, MET service providers, and airport operators, when reporting their SWIM implementation status. States/Administrations are expected to submit their responses through the online reporting platform, so that results can be processed and **presented to the DGCA/61 Conference**, planned for the first week of **September 2026**.

Analysis: To be shared in CNS SG/31 Meeting.

4.2 (g) Enhanced Surveillance capability for improved Safety and Efficiency

Indicator: Number of States providing ADS-B based surveillance service either for separation or situation awareness

Source: CNS contributory bodies Meetings (SURICG)

Current implementation: **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, and **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.

Analysis: APAC States/Administrations have made good progress in sharing surveillance data. However, it is recommended to improve collaboration, particularly in PSIDS, to strengthen surveillance.

2.11. After analyzing the progress on all commitments, it can be observed that additional efforts are needed by States/Administrations to achieve a satisfactory level of progress in fulfilling the Delhi Declaration Commitments in Air Navigation Services (CNS).

3. ACTION BY THE MEETING

3.1 The Meeting is invited to:

- a) note the contents of the paper;
- b) review indicators to measure implementation of ANS commitments;
- c) collaborate and work towards achieving the targets of the Delhi Declaration; and
- d) share their latest implementation status of Delhi Declaration commitments with the ICAO APAC Office so that the progress can be tracked and the status reported accurately in future Meetings.

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.

ICAO APAC SWIM INDICATORS								
SWIM Implementation Status	Criteria 1: Readiness of the implementation plan		Status	Score associated with status	Final Score for Readiness of the implementation plan (Total Score/6) (%)			
In preparation/ planning	1)Use case development: Identify and develop use case(s)		Please Select	#N/A	#N/A			
	2)Stakeholder mapping: Identify information providers and consumers		Please Select	#N/A				
	3)Gap analysis: Determine required data transformation/preparation to standardised information exchange models		Please Select	#N/A				
	4)Service identification: Decide on and prioritise information services to be implemented		Please Select	#N/A				
	5)TI design: Decide on SWIM TI architecture		Please Select	#N/A				
	6)Governance framework design: Draft SWIM governance and policy framework		Please Select	#N/A				
SWIM Implementation Status	Criteria 1- Engineering buildup and testing		Status	Score associated with status	Final Score for Engineering buildup and testin (Total Score/6) %			
Under development/ implementation	1)Data preparation: Transforming/preparing data into standardised information exchange models		Please Select	#N/A	#N/A			
	2)Information services buildup:	a.Developing and implementing information	Please Select	#N/A				
		b.Ensuring service discoverability through the service registry	Please Select	#N/A				
	3)TI buildup: Developing and implementing SWIM TI		Please Select	#N/A				
	4)Testing & validation		Please Select	#N/A				
	5)Governance establishment		Please Select	#N/A				
SWIM Implementation Status	Criteria 1- Establishment of SWIM TI + Trial information service(s)		Status	Score associated with status	Final Score for Establishment of SWIM TI + Trial information service(s) (Total Score/9)			
In Operation	1)Data delivery: Information delivery in standardised information exchange models through trial information services		Please Select	#N/A	#N/A			
	2)Service discovery: Information services discoverable		Please Select	#N/A				
	3)Governance execution							
	Subcomponents of Governance execution			Status			Score associated with	Governan ce Score
		i.Executing mechanism to ensure Service Level Agreement(s) tracking	Please Select	#N/A			#N/A	
		ii.Executing mechanism to monitor performance through Quality of Service (QoS) metrics	Please Select	#N/A				
		iii.Executing mechanism to ensure Information service lifecycle management	Please Select	#N/A				
		iv.Executing framework to ensure SLA and QoS of SWIM TI	Please Select	#N/A				
		v.Executing mechanism/framework for access control and management	Please Select	#N/A				
		vi.Executing framework/guideline for information service onboarding/offboarding	Please Select	#N/A				
		vii.Executing procedures to resolve disputes between the information service provider and	Please Select	#N/A				