



INTERNATIONAL CIVIL AVIATION ORGANIZATION
ASIA AND PACIFIC OFFICE

REPORT OF THE ASIA PACIFIC
MINISTERIAL CONFERENCE ON CIVIL AVIATION
(APACMC)

31 JANUARY TO 1 FEBRUARY 2018
BEIJING, CHINA

Approved by the Meeting and published by the
ICAO Asia and Pacific Office, Bangkok

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ASIA/PACIFIC MINISTERIAL CONFERENCE ON CIVIL AVIATION (APACMC)

INTRODUCTION

1. The Asia/Pacific Ministerial Conference on Civil Aviation (APACMC) was held in Beijing, China from 31 January to 1 February 2018 at the Beijing Hotel.

ORGANIZATION AND PARTICIPATION

2. The Conference was organized by ICAO and hosted by the Civil Aviation Administration of China (CAAC). The coordinated Conference Programme is provided in **Appendix A**.

3. The Conference was attended by 250 participants from 32 Members States of Asia/Pacific Region, 4 Member States (France, Russia, United Kingdom and USA) of other Regions and representatives of 6 International Organizations. The list of participants is provided in **Attachment 1**.

PREPARATORY MEETING OF DIRECTOR GENERALS TO FINALIZE THE DRAFT DECLARATION AND ANY OTHER MATTER RELATING TO THE CONFERENCE

4. On 31st January 2018, the ICAO Regional Director, Asia and Pacific Office Mr. Arun Mishra and Director of Air Navigation Bureau of ICAO Headquarters Mr. Stephen P. Creamer facilitated the discussions at the Preparatory Meeting of Director Generals of Asia/Pacific States to finalize the draft Declaration of Asia/Pacific Ministerial Conference on Civil Aviation. The Regional Director presented the amendments made to the draft Ministerial Declaration endorsed by the 54th Conference of the Directors General of Civil Aviation in Mongolia in August 2017. The final draft Ministerial Declaration was agreed by the Conference with the incorporation of some minor changes proposed by Fiji.

INAUGURAL SESSION OF THE MINISTERIAL CONFERENCE

5. In his welcome address, Hon. Mr. Feng Zhenglin, the Administrator of the Civil Aviation Administration of China (CAAC) extended a warm welcome to all the Delegates of the Asia/Pacific Ministerial Conference on Civil Aviation. He also expressed his gratitude to Dr. Olumuyiwa Benard Aliu, President of the Council of ICAO and Dr. Fang Liu, ICAO Secretary General for their participation in the Conference. The full text of the speech of the Administrator of CAAC is included at **Attachment 2** to this Report.

6. In his address, the President of the Council of ICAO, Dr. Olumuyiwa Benard Aliu thanked the Government of China and Civil Aviation Administration of China for hosting the Conference. The full text of the address by the President of the Council of ICAO is included as **Attachment 3** to this Report.

7. The ICAO Secretary General, Dr. Fang Liu extended a warm welcome to all the Delegates of the APACMC and thanked the CAA China for the excellent arrangements. The full text of the speech of ICAO Secretary General is included at **Attachment 4** to this Report.

8. The Conference was opened by H. E. Mr. Ma Kai, Vice Premier of the State Council of China. In his opening speech, Mr. Ma Kai highlighted the great opportunity of the new platform of international cooperation and common development brought by the “one belt and one road” promoted by China. States in APAC Region were encouraged to strengthen the cooperation in the areas of civil aviation infrastructure building and collaboration in air transportation. The full text of the message by Vice Premier of People Republic of China is included as **Attachment 5** to this Report.

**ASIA/PACIFIC MINISTERIAL CONFERENCE ON CIVIL AVIATION
(APACMC)**

ELECTION OF CHAIRMAN AND VICE-CHAIRMAN

9. Proposed by India and seconded by Singapore, the Conference elected Hon. Mr. Feng Zhenglin, the Administrator of the Civil Aviation Administration of China as Chairperson. Proposed by Papua New Guinea and seconded by Nepal, H.E. Papali'itele Niko Lee Hang, Minister for Works, Transport and Infrastructure of Samoa was elected as Vice Chairperson for the Conference.

**ADDRESS BY THE MINISTERS ON THE ISSUES RELATING TO SAFETY
AND AIR NAVIGATION IN THEIR RESPECTIVE STATES**

10. The head of delegations of the following States and International Organizations delivered the Statements on the issues relating to safety and air navigation in their respective states:

- i) Afghanistan
- ii) Australia
- iii) Bangladesh
- iv) Brunei Darussalam
- v) Cambodia
- vi) China
- vii) Democratic People's Republic of Korea
- viii) India
- ix) Indonesia
- x) Japan
- xi) Kiribati
- xii) Malaysia
- xiii) Mongolia
- xiv) Nepal
- xv) New Zealand
- xvi) Pakistan
- xvii) Papua New Guinea
- xviii) Republic of Korea
- xix) Samoa
- xx) Singapore
- xxi) Thailand
- xxii) Timor-Leste
- xxiii) United States of America
- xxiv) AAPA
- xxv) ACI
- xxvi) CANSO
- xxvii) EASA
- xxviii) IATA

PRESENTATION ON GLOBAL AND APAC CIVIL AVIATION STATUS

11. The Director of Air Navigation Bureau ICAO Headquarters and Regional Director, Asia/Pacific Regional Office made a presentation on Global and APAC Civil Aviation Status respectively.

PRESENTATION ON DRAFT DECLARATION

12. The Regional Director, Asia/Pacific Regional Office made presentation on draft Declaration on Asia/Pacific Ministerial Conference on Civil Aviation which was updated by the preparatory meeting of the Director Generals of Asia and Pacific States on 31 January 2018. Background and history of the draft Declaration were introduced. The main expected commitments by States were also highlighted.

**ASIA/PACIFIC MINISTERIAL CONFERENCE ON CIVIL AVIATION
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MINISTERIAL DISCUSSIONS ON DRAFT DECLARATION

13. There were no comments from the Heads of Delegation on draft Declaration on Asia/Pacific Ministerial Conference on Civil Aviation which was updated by the preparatory meeting of the Director Generals of Asia and Pacific States on 31 January 2018.

**ADOPTION OF DECLARATION ON ASIA/PACIFIC MINISTERIAL
CONFERENCE ON CIVIL AVIATION**

14. The Declaration on Asia/Pacific Ministerial Conference on Civil Aviation was unanimously agreed by all Delegations and endorsed by the Conference. The Declaration was named as Beijing Declaration which was distributed to all delegations during the Conference.

15. The Beijing Declaration is also provided in **Appendix B**.

ANY OTHER BUSINESS

16. India proposed to hold the next Asia/Pacific Ministerial Conference on Civil Aviation in 2020. India also graciously offered to host the Second Asia/Pacific Ministerial Conference on Civil Aviation.

17. The programme, exact dates and duration would be required for further coordination through the ICAO Regional Office and at future Conferences of Directors General of Civil Aviation, Asia and Pacific Regions.

CLOSING OF THE CONFERENCE

18. In his closing remarks the President of the Council of ICAO, Dr. Olumuyiwa Benard Aliu thanked the Government of the People Republic of China and Civil Aviation Administration of China for excellent arrangement of the Conference and warm hospitality. He also thanked all Delegates for the endorsement of the Beijing Declaration on Civil Aviation.

19. The Chairman of the Conference, Hon. Mr. Feng Zhenglin thanked all Delegates who actively participated in the Conference and made this Conference very successful and declared the closure of the Conference.

Programme for Asia Pacific Ministerial Conference on Civil Aviation

The Banquet Hall, Beijing Hotel
Beijing, China

31 January - 1 February 2018

30 January 2018		
<i>Time</i>	<i>Agenda</i>	<i>Venue</i>
1400 - 1800	Early Site registration at Lobby of the Beijing Hotel	
1800-onwards	<i>Welcome Reception</i>	<i>Beijing Hall (18th floor of Beijing Hotel)</i>
31 January 2018		
0800 - 0900	Site Registration in front of the Conference	<i>The Banquet Hall</i>
0900 - 0905	Housekeeping announcement	<i>The Banquet Hall</i>
0905 - 1015	Preparatory Meeting of Director Generals to finalize the draft Declaration and any other matter relating to the conference	<i>The Banquet Hall</i>
1015 - 1040	<i>Tea/Coffee Break</i>	<i>Foyer, the Banquet Hall</i>
1040 - 1100	Inaugural session of the Ministerial Conference <i>I. Group photo of Head of Delegations</i>	<i>The Banquet Hall</i>
1100 - 1145	Inaugural session of the Ministerial Conference II. Opening Remarks - Welcome remarks by CAAC Administrator; - Opening address by the ICAO Council President; - Opening remarks by the ICAO Secretary General; - Opening Speech by Vice Premier of P. R. China	<i>The Banquet Hall</i>
1200 - 1330	<i>Lunch</i>	<i>China Ceremonial Restaurant (HOD), Sunshine Cafe</i>
1330 - 1345	Election of Chairman & Vice Chairman	<i>The Banquet Hall</i>

1345 - 1500	Address by the Ministers and Head of Delegations on the issues relating to Safety and Air navigation in their respective States	<i>The Banquet Hall</i>
1500 - 1530	<i>Tea/Coffee Break</i>	<i>Foyer, the Banquet Hall</i>
1530 - 1700	Address by the Ministers and Heads of Delegation on the issues relating to Safety and Air navigation in their respective States	<i>The Banquet Hall</i>
1800 - 2100	Official Banquet	<i>Beijing Palace</i>
1 February 2018		
0900 - 1000	Presentation on Global and APAC Civil Aviation Status	<i>The Banquet Hall</i>
1000 - 1030	Presentation on draft Declaration	<i>The Banquet Hall</i>
1030 - 1100	<i>Tea/Coffee Break</i>	<i>Foyer, the Banquet Hall</i>
1100 - 1230	Ministerial Discussions on Draft Declaration	<i>The Banquet Hall</i>
1230 - 1400	<i>Lunch</i>	<i>China Ceremonial Restaurant (HOD), Sunshine Cafe</i>
1400 - 1500	Adoption of Ministerial Declaration	<i>The Banquet Hall</i>
1500 - 1530	Any other Business	<i>The Banquet Hall</i>
1530 - 1600	Closing Remarks	<i>The Banquet Hall</i>
1800 - 2100	Farewell Dinner and Group Photo of Participants	<i>TBC</i>

Note: Meeting room will be prepared for bilateral side meetings during the Conference. Advance coordination for time slot with the focal points mentioned in the meeting bulletin is required.

Declaration of Asia Pacific Ministerial Conference on Civil Aviation

- 1) We, the Ministers from the Asia and Pacific States, responsible for Civil Aviation, met in Beijing, China from 31 January to 1 February 2018, on the occasion of the Asia Pacific Ministerial Conference on Civil Aviation, organized by the International Civil Aviation Organization (ICAO);
- 2) Mindful of the obligations as Contracting States to the Convention on International Civil Aviation signed on 7th December 1944 (also known as the Chicago Convention);
- 3) Considering the importance of air transportation world-wide for social and economic development (the Global Air Transport Industry supports almost 62.7 million jobs worldwide and contributes US\$ 2.7 trillion to Global Gross Domestic Product (GDP), equivalent to 3.5% of global GDP and US\$ 664.4 billion aviation direct economic impact);
- 4) Recognising that the Asia and Pacific Region has become the world's largest aviation market in terms of available seat-kilometres and generates the world's second largest share of international revenue passenger-kilometres, and will continue to grow with corresponding air traffic capacity, efficiency and safety challenges;
- 5) Recognising that there are various programmes, objectives and targets currently being pursued under the ICAO "No Country Left Behind (NCLB)" initiative to assist States in capacity development in order for States to derive maximum social economic benefits from aviation, let aviation contribute ultimately to the realisation of the international development priorities, particularly the United Nations 2030 Agenda for Sustainable Development, and play its important role in the building of a community of shared future for mankind;
- 6) Recognising that the ICAO Global Air Navigation Plan (GANP) and the Global Aviation Safety Plan (GASP) set out regional expectations, priorities and targets for States, agreed at regional fora such as the Asia Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG) and the Regional Aviation Safety Group (RASG-APAC) and reflected in national planning frameworks;
- 7) Recognising that there are existing bilateral and multi-lateral working relationships and platforms, such as the Asia and Pacific Directors General of Civil Aviation (APAC DGCA) Conference, APANPIRG, RASG-APAC; and ICAO-led initiatives (e.g. Aviation Safety Implementation Assistance Partnership (ASIAP), the Combined Action Teams (CAT));
- 8) Recognising the importance of active participation of States through their experts attending ICAO fora and other international meetings, training, seminar and workshop events to advance civil aviation development in the Region;
- 9) Acknowledging that the existing regional relationships and partnerships are evolving with meaningful technical cooperation and assistance programmes (e.g. Cooperative Development of Operational Safety and Continuing Airworthiness Programmes (COSCAPs), Flight Procedure Programme (FPP));

- 10) Mindful of the importance and impact of aviation safety and efficient air navigation services on the sustainable development of air transport;
- 11) Recognising that the ICAO Universal Safety Oversight Audit Programme (USOAP) has been effective in helping States focus on safety oversight capabilities and to address gaps in the implementation of ICAO Standards and Recommended Practices (SARPs) and regulatory safety oversight;
- 12) Considering the Asia and Pacific Region is diverse (e.g. in terms of capacity and civil aviation development with USOAP Effective Implementation (EI) scores ranging from 5% to over 90%), there is a compelling need for stronger regional cooperation, partnerships and engagement to continuously improve aviation safety;
- 13) Recognising the ICAO “Next Generation of Aviation Professionals (NGAP)” initiative aimed at addressing the need for aviation professionals in various fields and the importance of having adequate qualified and competent aviation professionals to meet the challenges of the significant aviation growth experienced by the Region;
- 14) Considering the need to support the timely implementation of the Asia/Pacific Seamless Air Traffic Management (ATM) Plan and its elements to enhance safety and efficiency of air navigation services to cater for the projected air traffic growth in the Region;
- 15) Mindful of the need to take into account resolutions agreed at future ICAO Assembly Meetings including those on GASP and GANP;
- 16) The Ministerial Conference agrees to the Beijing Declaration and the Ministers commit to the following:

1.0 Aviation Safety

1.1 Commit to:

- (a) Progressively enhance safety oversight capability to achieve a USOAP EI score higher or equal to the global average by 2022;
- (b) Implement an effective State Safety Programme (SSP) by 2025;
- (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) Certify all aerodromes used for international operations by 2020;
- (e) Use data driven methodologies to identify high risk categories of occurrences (e.g. runway safety, loss of control in flight and controlled flight into terrain), and implement collaborative solutions to reduce accident rates and fatalities in the Region; and

- (f) Include aviation safety in national planning frameworks such as National Development Plans (NDPs) supported by robust Civil Aviation Master Plans.

1.2 Promote regional government and industry collaboration for sharing of best practices in safety management through the Regional Aviation Safety Group (RASG).

2.0 Air Navigation Services

2.1 Commit to implementation by 2022 of the Asia/Pacific Seamless Air Traffic Management (ATM) Plan to enhance ATM capacity and harmonisation 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.

2.2 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.

3.0 Accident Investigation

3.1 In accordance with the Chicago Convention, commit to either establish an accident investigation authority that is independent from State aviation authorities and other entities that could interfere with the conduct or objectivity of an investigation or where appropriate develop a bilateral, sub-regional or regional partnership to support the establishment of accident investigation capabilities to serve the Region, sub-region or State.

4.0 Human Resource Development

4.1 In line with the ICAO initiative on “Next Generation of Aviation Professionals (NGAP)”, accord priority to human capital development to provide sufficient qualified and competent aviation professionals to support the Region’s growing needs, including where appropriate:

- (a) Establish access to quality training; and

- (b) Encourage sharing of resources bilaterally and/or multi-laterally as well as with industry partners.

4.2 Promote the attraction of new talent and the retention of trained, qualified and experienced personnel among State Aviation Organisations (e.g. regulators, air navigation service providers).

ASIA PACIFIC MINISTERIAL CONFERENCE ON CIVIL AVIATION

(Beijing, China, 31 January to 1 February 2018)

LIST OF PARTICIPANTS

STATE / ADMINISTRATION / ORGANIZATION		NAME / TITLE	E-MAIL	REMARKS
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Speech at the Asia Pacific Ministerial Conference on Civil Aviation

Feng Zhengli, Administrator of CAAC

January 31, 2018

Your Excellence Vice Premier Ma Kai,
Honorable ICAO Council President Dr. Aliu,
Honorable ICAO Secretary General Dr. Liu Fang,
Distinguished Delegates,
Ladies and Gentlemen:

Good Morning!

As you may know, in three days, the season of spring will come, and in half a month, the Spring Festival, a traditional Chinese festival, will arrive, which means that we are about to formally enter the spring season. There is an old Chinese saying which goes that “a whole year's work depends on a good start in spring”. Today, we hold the first Asia Pacific Ministerial Conference on Civil Aviation, which is initiated and organized by ICAO. Nearly 300 colleagues from 36 countries and 6 international organizations from APAC region and around the world gather in Beijing to discuss the cooperation and development of civil aviation in our region. This is an international event of the highest level and largest scale on civil aviation issues in the APAC region. We will focus our discussion on aviation safety, air navigation services, accident investigation, human resource development and other general and key topics related to civil aviation development in the region, and jointly pool the wisdom and measures to deal with future challenges, which will allow us to better seize the opportunities for civil aviation development in the region and achieve a higher-quality development. Here, I'd like to first of all thank ICAO Council President Dr. Aliu and Secretary General Dr. Liu Fang for their decision to allow China to host this event in Beijing, and also on behalf of CAAC, I'd like to extend my warm welcome to all distinguished guests present today.

The Chinese government attaches great importance to the development of the civil aviation industry and takes the civil aviation industry as an important strategic industry of the country. Also, China prioritizes the coordination and cooperation among the international civil aviation community and views the development of the civil aviation industry as an important bridge and basis for opening up to the outside world and conducting international exchanges and cooperation. Today, despite his busy schedule, his excellence Mr. Ma Kai, Vice Premier of the State Council of the People's Republic of China has come to conference and will deliver an important speech. Let us express our thanks to Vice Premier Ma Kai for his arrival.

Ladies and gentlemen, friends!

The Asia Pacific region, which accounts for roughly 55% of the global population, 33% of the global economy and 31% of the global trade, is the largest regional economy in the world and

also an important engine of world economic growth. Due to its rapid development, it has become the most dynamic region in the world in terms of civil aviation development, accounting for 39.2% of the global cargo traffic and 35.3% of the global passenger traffic, both the highest among all the regions in the world. According to the forecasts by ICAO, IATA, ACI and other organizations, Asia and Pacific region will maintain its stable and steady growth momentum in civil aviation in the next 20 years. There is an enormous development potential for the civil aviation industry in the APAC region, which calls for governments in the regions to engage in close exchanges and cooperation in a more open, proactive, practical and candid way, to shape a brighter future. To this end, I make the following three recommendations:

1. As sharing creates opportunities, Asia Pacific civil aviation should be more open and work together to create a new situation of mutual benefits and win-win outcome

In the recent years, the APAC region has posted rapid air transport growth, with an average annual growth rate of 7.3% in the past five years. This high-speed growth stems from a high level of opening up and sharing among countries in Asia Pacific and between Asia Pacific and the world. In 2016, international passenger traffic and cargo traffic in the Asia Pacific region respectively accounted for over 25% and 40% of the world total. From China's own perspective, the Asia-Pacific market is China's current largest and fastest-growing international transportation market. So far, China has signed bilateral air services agreements with 27 countries in the APAC region, and 65 airlines from 21 countries in the APAC region have launched flights to China. Each week, there are nearly 7200 flights operating between 59 cities in China and 92 cities in the APAC region. In particular, in recent years, China civil aviation worked together with ASEAN, Australia and other countries and regions to substantially expand traffic rights arrangements. In 2017, in terms of air transport between China and ASEAN countries, there was a 27% increase in cargo and mail traffic and more than 20% increase in passenger traffic, and in terms of air transport between China and Australia, these two figures respectively exceeded 30% and 20%. This shows that the foundation for civil aviation cooperation in the APAC region is open and everyone can benefit from the cooperation.

China is an important participant in promoting the development of civil aviation in the APAC region. As our Chinese President Xi Jinping noted, China, with its root in the APAC region, will continue to contribute to its development and prosperity, and seek to promote the common development of all APAC countries and create more opportunities for the people in our region while striving for China's own development. In 2017, China civil aviation registered a total turnover of 10.831 million ton kilometers and handled 552 million passengers and 7.058 million tons of cargo and mail, contributing respectively more than 25% of world civil aviation growth and more than 55% of APAC civil aviation growth. It is estimated that in the next 15 years, China will import 24 trillion U.S. dollars of goods, invest a total of 2 trillion U.S. dollars in foreign countries, and handle annually 300 million outbound and inbound tourists. It's our belief that China's development will provide APAC countries with a broader market and more valuable opportunities for cooperation. Good coffee is to be tasted with friends, and a good opportunity is to be shared with friends. In line with the principle of friendly consultation, mutual benefits and win-win cooperation, China civil

aviation stands ready to reduce its market access restrictions, future liberalize air traffic rights and share development achievements with APAC countries, so as to make contributions to the long-term and sustainable development of civil aviation industry in the region.

2. As inclusiveness brings interaction, APAC countries shall learn from each other so as to create new drivers for regional development.

The Pacific Rim countries are characterized by a rich diversity of economic and natural environment. Air transport has its comparative advantage in overcoming the restrictions of natural conditions such as the ocean, mountains and rain-forests, and in strengthening connectivity with each other. Judging from past development practices, a huge demand for air transport is a common feature in the development of the aviation industry in various APAC countries. To meet the demand in the aviation industry, countries in the APAC region have explored and pursued different development paths, showing a rich and colorful variety of development modes. Some countries, enjoy advantageous geographical locations and well-developed economy, and have established sophisticated international aviation hubs which can provide good connectivity and convenient transfer services. Some countries, which feature large population and rapid economic growth, have a strong demand for passengers and cargo transport and a good market prospect. Some countries, rich in tourism resources but insufficient in market development, have huge potential for growth. And some other countries experienced rapid development in low-cost carriers operation, and as a result, accumulated rich operation and management experience.

The diversity and differences in the development of civil aviation in the APAC region are the very factors which greatly contribute to the development of civil aviation in the region. There is an old saying in China which goes that "all rivers run into the sea, and its greatness lies in the capacity." Asia Pacific countries should respect each other, accept each other's differences, learn from each other, and turn diversity and differences into vitality and driving force for development. Only in this way can we give to play the strengths and potentials of all parties, and facilitate orderly free flow of regional economic factors, efficient allocation of resources and deep integration of market, thus injecting new and lasting impetus into the common development of civil aviation in the APAC region. On the basis of mutual respect, China civil aviation looks forward to strengthening mutual exchange of experiences with APAC countries, in a joint effort to create an open, transparent, inclusive and equitable market environment, so as to contribute to making civil aviation industry in APAC countries more competitive.

3. As collaboration produces win-win results, APAC countries shall work together to enjoy the outcomes of development and take the challenges

Despite the unprecedented growth of the aviation industry in the APAC region, we are confronted by a series of problems and challenges, including ever increasing safety risks, backward infrastructure, congested air traffic and a shortage of technical professionals. In terms of aviation safety, of the 36 Member States in the APAC region accepted the USOAP audit, 19 countries had an effective implementation rate lower than the global average of 65.4%, and two countries were found to have significant safety concerns. Several member countries in the APAC region are yet to establish a satisfactory safety oversight system. In terms of infrastructure, there is a widespread strain in the use of airspace resources in the

APAC region which operates 19 of the 20 busiest air routes in the world, 7 of which are in China. Airports in many APAC countries are reaching their ceiling capacity, making them unable to meet the incremental demand, and it's therefore necessary to increase investment in infrastructure development. With respect to technical professionals, there is a widespread shortage of pilots, maintenance and air traffic control staff and other professionals in the region. Countries in the APAC region reached a high degree of consensus on these issues and on further strengthening their capacity building. They also feel an urgency to strengthen their cooperation in meeting the challenges facing the development of the industry. As Chinese people often say "people, if united, can move mountains," as long as we think and work together, we can exert tremendous power to overcome any difficulties.

Civil aviation community in the APAC region is a big family. To make an active response to ICAO's "No Country Left Behind" initiative, China civil aviation participated in the Aviation Safety Implementation Assistance Partnership (ASIAP), professionals training and other civil aviation cooperation projects. China civil aviation will further deepen its cooperation with all countries in the APAC region and contribute more Chinese wisdom and strength to promoting the development of civil aviation industry in the region. Guided by the principle of "finding solutions to civil aviation issues in the APAC region is the collective responsibility of the whole civil aviation community in the region," we call on all countries in the region to further strengthen coordination, build consensus and work together, to create a better environment and more favorable conditions for APAC civil aviation community to achieve better quality development, so as to create a more closely intertwined civil aviation community of shared interests and future in the region and jointly take up new challenges brought forth by development.

Ladies and gentlemen, friends! This Asia Pacific Ministerial Conference on Civil Aviation reflects the common aspiration and determination of all APAC countries to promote the development of the civil aviation industry, and marks a new stage for civil aviation partnership in our region. Let us take this meeting as an opportunity to continuously seek more development through sharing, inclusiveness and coordination, so as to jointly create a new future for the high-quality development of the civil aviation industry in the region.

I wish this conference a complete success!

Thank you all!



**Address by the Council President
of the International Civil Aviation Organization (ICAO)
Dr. Olumuyiwa Benard Aliu,
to the 2018 APAC Ministerial Conference**

(Beijing, China – 31 January 2018)

*Excellencies, Honourable Ministers,
Ambassadors, Directors General, Industry Partners,
Ladies and gentlemen,*

On behalf of the International Civil Aviation Organization (ICAO), it is my great honour this morning to address the 2018 ICAO Asia and Pacific (APAC) Ministerial Conference.

Please let me express the profound appreciation of ICAO, and of the many Ministers and senior officials who have joined us here, for the very warm welcome and hospitality and the exemplary organization of the Conference by the Government of the People's Republic of China, and by the Civil Aviation Authority of China (CAAC).

I would also express our special thanks to His Excellency Mr. Ma Kai, Vice Premier of the State Council of the People's Republic of China; the Honourable Li Xiaopeng, Minister of Transport of the People's Republic of China; and the Honourable Feng Zhenglin, Administrator of the Civil Aviation Administration of China.

ICAO has been tremendously appreciative of China's contributions to global and regional civil aviation progress. This is exemplified in part through its generous hosting of our Asia and Pacific Regional Sub-office and associated Flight Procedures Programme, and its assistance and support in hosting events such as this one today.

But from a much broader and more significant standpoint, China's regional leadership as exemplified through its 'Belt and Road' initiative is attracting important and timely attention to the investments now needed quite urgently for new air transport infrastructure region-wide.

And I would also like to acknowledge its recent contribution to ICAO, through the South-South Cooperation Assistance Fund, which will help us to collectively drive many new and quite critical assistance and capacity-building efforts to improve regional performance in all main areas of current civil aviation priorities.

Here in the ICAO APAC Region today those performance objectives are relevant for some 39 States, two Special Administrative Regions, and 13 Territories. These entities are characterized by a wide diversity in economic capacity and development, including with respect to the status and capability of their civil aviation operation infrastructure and regulatory oversight system.

In many respects this situation mirrors the diversity and challenges which ICAO encounters globally as well, and demonstrates for us the continuing importance of our Organization's core mission and role, as well as the contemporary relevance of the aspirations of the Convention on International Civil Aviation or the Chicago Convention which established ICAO.

The Convention's Preamble clearly sets out that international air transport services should be established on the basis of equality of opportunity. Given how much we now know about air transport's role as an incontrovertible driver of socio-economic development and integration, the "equality of opportunity" referred to must also now be seen to apply to aviation's economic benefits.

The Asia Pacific's strong economic development and rapidly growing middle class has spurred further growth and expansion of air transport operations, albeit to varying degrees. This region accounts for a third of global traffic at present and that percentage is only forecast to grow.

ICAO manages growth, and addresses the variety of capacities and traffic profiles in our Member States, primarily through the aligned objectives and targets presented in our Global Plans for Aviation Safety, Capacity and Efficiency, and most recently Aviation Security.

These Plans set out regional expectations, priorities and targets for States, as supported in the safety and air navigation domains through regional fora such as your APAC Regional Aviation Safety Group (RASG-APAC), or the Asia Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG).

The Global Plans themselves also make very critical contributions to the sector-wide effective implementation (EI) of the global standards and provisions set by ICAO, and therefore State-by-State ICAO compliance.

ICAO monitors and assesses State-by-State effective implementation of Standards and Recommended Practices through our Universal Safety Oversight and Security Audit Programmes.

In this regard, the APAC Region States have recorded widely varying levels of effective implementation of safety oversight provisions ranging, for example, as much as from five to ninety per cent in the safety area. With ICAO's global minimum target now standing at sixty per cent, it's clear we have more work to do.

This challenge is being addressed through the cooperative assistance and capacity-building efforts we embark upon collaboratively under the ICAO *No Country Left Behind* initiative, the related APAC activities and events which are planned and led by Director Mishra and his team in our Bangkok Regional Office.

Just last year for example our APAC *No Country Left Behind* efforts saw the Bangkok Office's Combined Action Teams conducting visits to eight of your region's States which were facing effective implementation challenges. Within a year, five of these saw their national scores rise above the Global Safety Plan's current target for minimum sixty per cent effective implementation. Similarly, two Significant Safety Concerns in APAC States were eliminated.

At ICAO's 39th Assembly, at the end of 2016, our 192 Member States had been urged to enhance their air transport systems through the improved effective implementation of ICAO SARPs and policies. But very importantly, they were also encouraged to elevate the development and modernization priorities of their local aviation sectors into their national development plans.

The point of raising this call was to remind all States of the importance of local capacity and ICAO compliance to their realization of aviation's socio-economic

benefits for their local populations and businesses, as well as the attainment of the United Nations (UN) Sustainable Development Goals now being pursued under *Agenda 2030*.

In this connection, while programmes such as the China's 'Belt and Road' initiative will make important contributions to renewing and reinforcing awareness on these infrastructure planning and project priorities here in the Asia and Pacific, we must nonetheless also acknowledge that many States in the Region still faces some related challenges.

Indeed all APAC States need to take the necessary steps to prioritize and include concrete civil aviation or multi-modal transport targets in their national development plans and strategies.

Another impediment to greater investment in air transport is the persisting uncertainty in regulatory regimes in many States. Airport development projects are inevitably very significant in their scope and capital requirements, and characterized by long gestation periods. Potential investors will be quickly scared away from pursuing them if they encounter shifting regulatory goal posts – and especially concerning economic provisions which can have major adverse impacts on the projects' financial models and targeted returns.

I cannot stress strongly enough therefore the value of establishing secure and stable national regulatory frameworks.

These points help to underscore why ICAO has gathered such a high-level audience here in Beijing, mainly as the first steps to be taken to address these strategic shortcomings must begin at the top.

I therefore encourage you to review and recognize the very clear connections which exist between local prosperity, sustainable economic growth, strong and effective regulatory regimes, and a well-resourced, dependable and ICAO-compliant national air transport capability.

I would also urge you to acknowledge that establishing this compliance and capacity will require your commitments and investments – whether in terms of new airport and air navigation infrastructure or expanded resources and capabilities in your national civil aviation authorities.

Both areas are in serious need of your attention, and ICAO can help to foster the donor and financing partnerships you'll need to make your projects happen through our annual World Aviation Forum, the next iteration of which will take place this Fall in Brazil.

Human resources development is another important priority for the ICAO Asia and Pacific Region, and one still confronted by a number of serious challenges.

APAC training organizations have insufficient capacity to produce the numbers of pilots, controllers and other skilled aviation professionals which will be needed in the coming decades, and simply stated we're facing a situation where employee demand will exceed the supply for many of your industry operators.

The factors driving this trend are diverse., ranging from wholesale retirements in the current generation of aviation professionals, to increasing competition with other industry sectors for the skilled employees air transport requires, to the perception for some that air transport is no longer the exciting and glamorous sector that it was once perceived as in earlier decades.

Besides training capacity challenges, our training methodologies also require updating to meet the expectations of 21st Century students and learning styles.

To continue driving momentum on this issue, last year ICAO held its first Global Summit for Next Generation Aviation Professionals, and this year that event is planned to be held right here in Beijing later this year.

We would encourage the participation of your governments and your industry operators at this event and its associated exhibition. There will also be a Model ICAO Forum organized concurrently with it, a very worthwhile event for secondary and university-level students from your countries interested in future air transport careers and the challenges faced by our sector locally and internationally.

Ladies and gentlemen, in December of last year, some of you likely joined ICAO at our conference in Bangkok, where APAC States endorsed a new Asia and Pacific Aviation Security Roadmap. This will henceforth align national and regional programmes and targets with the newly adopted ICAO Global Aviation Security Plan (GASeP).

At this current Ministerial meeting, we will therefore be focusing on the safety and efficiency challenges before Asia and Pacific States, with the ultimate goal of determining a high-level Declaration.

The purpose of the Declaration will be to formalize your shared commitments to cooperative progress on objectives relating to: safety oversight and State Safety Programme (SSP) implementation; airport certification; the timely implementation of the Asia/Pacific Seamless Air Traffic Management (ATM) Plan; and the sharing of information and best practices for air navigation and search and rescue services.

It will also reinforce your agreements and actions supporting the establishment of independent accident investigation authorities, as well as toward some additional and very critical objectives for human capital development and the training and retention of the Next Generation Aviation Professionals.

From a broader standpoint, this Declaration should be seen as an unprecedented platform for high-level interaction between your States, a signal of the level of your safety and efficiency commitments to the travelling public and industry, and a tool to help foster long-lasting relationships in the areas of bilateral or multilateral technical cooperation and assistance.

I also wish to stress for all APAC Member States that while cooperation is critical to the progress we achieve together, participation in ICAO meetings and events is an even more fundamental responsibility for your governments and civil aviation authorities. Our discussions and consensus can only benefit from your perspectives and contributions.

Before concluding today, it is my great honour to welcome to this Conference Mr. Falasese Tupau, Assistant Secretary for the Ministry of Transport of Tuvalu.

Tuvalu is ICAO's newest and 192nd Member State, and we are very pleased to welcome its representative to this high-level Ministerial event.

In closing, I wish to express ICAO's gratitude to all of you for your esteemed presence and participation here and wish you all very productive and engaging proceedings.

Thank you.



**Address by the
Secretary General of the
International Civil Aviation Organization
Dr. Fang Liu
to the to the 2018 ICAO
Asia and Pacific (APAC) Ministerial Conference**

(Beijing, China – 31 January 2018)

*Your Excellency Mr. Ma Kai,
The Honourable Li Xiaopeng,
Honourable Feng Zhenglin,
Attending Ministers and Senior Government Representatives,
Distinguished guests, Ladies and gentlemen,*

1. I am deeply honoured to join you here in Beijing today for this important and very timely ICAO Asia and Pacific (APAC) Ministerial Conference.

2. Please let me reiterate ICAO's very deep appreciation for China's support for this event, as well as for ICAO's mission and priorities more generally.
3. China's assistance and capacity-building efforts especially are greatly appreciated by ICAO, as well of course by the States which have benefitted from them.
4. This refers not only to what you are undertaking here in the APAC region, but also globally through the wider framework of South-South cooperation.
5. I also wish to express my personal gratitude for the commitments and actions which are being demonstrated here in China today by the Ministry of Transport, CAAC and aviation industry operators.
6. China's commercial aviation market is presently projected to become the world's largest by 2022, but even as it has experienced such dramatic growth, the safety and efficiency of air services here have remained exemplary.

7. These contributions by China and other leading APAC States help us to understand why the Asia Pacific today is seen as a very promising region with great potential.
8. In terms of the overall regional picture for international air traffic in 2017, Asia and Pacific Revenue Passenger Kilometres (RPK) grew by a very healthy 9.6 per cent.
9. Your region also continues to manage the second largest market share of international traffic at 29 per cent.
10. With respect to the economic impacts of civil aviation in the Asia Pacific, your air transport sector today employs over 30 million people and contributes more than 630 billion dollars in Gross Domestic Product (GDP).
11. These results, while very positive and forecast to continue, also point to some serious challenges for many local governments.

12. For example, while there is rapid growth with respect to your Region's traffic, operators, and fleets, there is also quite low corresponding growth in many of your regulatory authorities' resources and capabilities.
13. This brings to mind one of the key messages which I'm carrying around the world today regarding the direct links between the levels of ICAO compliance in States, and their ability to realize and benefit from the positive socio-economic impacts of air transport.
14. This point is very clearly underscored by the fact that States' attainment of no fewer than 15 of the 17 United Nations 2030 Sustainable Development Goals (SDGs), is greatly facilitated by the local availability of safe, secure efficient and ICAO compliant air operations.
15. Reinforcing some of the compliance points made by President Aliu, a key challenge is that several APAC Member States have not yet established effective aviation safety oversight systems.

16. Additionally, the current safety oversight effective implementation average for APAC States is 60 per cent, which is below the world average of 65 per cent.
17. We also have to bear in mind that 14 APAC States still have effective implementation scores below your 60 per cent regional average.
18. When I meet with world leaders and transport officials to encourage greater ICAO compliance, a key point in those discussion concerns the need for States to establish authoritative and well-resourced civil aviation authorities.
19. Since your Region's lowest effective implementation scores are in the area of 'qualified personnel', training and human resources development programmes should be initiated quickly with the goal of increasing the number of qualified inspectors in the Region.
20. Other challenging areas for APAC compliance concern your levels of civil and military cooperation, and the still low percentage of regional runways which can permit Performance-based navigation approaches.

21. There is also the matter of the transition to Aeronautical Information Management (AIM).
22. Many airport certifications here are also still outstanding, and regional progress in the implementation of State Safety Programmes (SSPs) is similarly less than optimal.
23. We should not, however, in the face of the challenges, lose sight of the fact that our global network is coming off its safest year on record.
24. And we should also remind ourselves that the Asia Pacific accident rate has been consistently trending downward in the last five years.
25. To augment these positive safety trends, and to keep pace with current growth, let me please outline some current targets and priorities.
26. In the first place APAC States should prioritize the implementation of Air Traffic Services and related infrastructure, as well as oceanic surveillance capabilities.

27. Additionally, there is a somewhat urgent need for new route structures to be established.
28. With respect to your needs to increase capacity, Air Traffic Flow Management (ATFM) and airport capacity enhancement are two key areas which should be focused on.
29. In the case of ATFM, air traffic flows can only be managed transparently and cooperatively, but overall this solution holds tremendous promise as a means of accommodating future growth.
- 30.
31. At present, only select APAC States are engaging in this cooperation.
32. In addition to newer airport mega-facilities, such as the one now being completed here in Beijing, land availability and environmental clearances pose many challenges with respect to smaller 10-20 million passenger regional airports.
33. ICAO has been greatly encouraged by China's innovative efforts to evolve the Jing-Ji-Jin Region into an international city cluster and multi-airport system.

34. Airport planners and operators either need to consider these types of multi-airport system solutions – or to radically change the way in which their airports are designed and operate.
35. Only in this manner will you overcome the inherent economies-of-scale which benefit the mega-hubs.
36. Another very important priority for aviation globally concerns the issue of cyber vulnerabilities, whether in the aviation Security or Safety domains.
37. With our sector's rapidly increasing adoption of digital technologies, the issue of cyber threats is becoming very critical.
38. We must all work together to elevate our awareness and improve our preparedness to deal with cyber-attacks.
39. A last point I would like to raise with you concerns the fact that ICAO's Regional Office in Bangkok is now a better-resourced and more assistance-focused partner for Asia and Pacific States.

40. The organizational adjustments which have facilitated this transition were key priorities of mine when I was appointed Secretary General of ICAO 3 years ago.

41. President Aliu spoke earlier of the Combined Action Team and SSC progress that has helped us to achieve, but additionally I would also highlight:

- The recent development by Director Mishra and his team of the new APAC Development and Assistance Tool;
- The regional assistance and capacity building activities and initiatives it coordinated with donor States and partner Organizations;
- The new Safety enhancement Initiatives it has produced to mitigate accident risks due to Loss of control Inflight (LOCI);
- The organization of the first Ministerial level Conference on civil aviation in the Asia Pacific;
- And the new programme the Regional Office recently embarked on for improving airport certification, in conjunction with States and Airports Council International (ACI).

42. These are just a few of our Bangkok Office's many 2017 achievements on behalf of your Region's States and operators, and we hope to reinforce them through this Conference and its Declaration.

43. We can do so here:

- By ensuring highest-level political awareness and support for APAC aviation safety and sustainability priorities.
- By affirming that APAC Civil Aviation Authorities must be better resourced and more autonomous.
- By sending a clear signal to the travelling public, industry partners, and potential investors, on the high-level commitment of APAC States to aviation safety and air navigation capacity and efficiency.
- And by realizing an unprecedented new platform for high-level interaction in the areas of APAC technical cooperation and assistance, whether on a bilateral or multilateral basis.

44. In closing now, ladies and gentlemen, please let me remind you that this October ICAO will be convening its 13th Air Navigation Conference (AN-Conf/13).
45. A number of pressing APAC challenges I have raised here today are closely related to your Region's air navigation capacity and efficiency.
46. This highlights why your participation at this meeting, which occur only once or twice each decade, will be so important this October.
47. I must also re-emphasize the importance of your attendance at our NGAP Global Summit to be held here in China later this year.

48. This NGAP Summit is very timely as APAC States are expected to become more proactive in ensuring that opportunities for technical skills and education are available equally, for both young women and men, which will surely help APAC to effectively address the challenges now being reflected in our long-range personnel forecasts.

49. We have much to work toward together as APAC continues to grow and to prosper, and on that note please may I wish you all a very productive and engaging conference.

50. Thank you.

Strengthening Asia Pacific Connectivity and Promoting Belt and Road Initiative Development

**Speech by Vice Premier Ma Kai
Asia Pacific Ministerial Conference on Civil Aviation**

31 January 2018

Distinguished guests,
Ladies and gentlemen,
Friends,

Good morning!

As the new year just began, everything looks fresh and new. In this great season when life is bred to grow and things are ready to thrive, the first Asia Pacific Ministerial Conference on Civil Aviation is convened, joined by Council President Aliu of the International Civil Aviation Organization (ICAO), Secretary General Liu Fang, ministers in charge of civil aviation affairs and directors general of civil aviation authorities from 38 ICAO member states in the Asia Pacific region, persons in charge of civil aviation organizations from United Kingdom, France, United States and Russia and 6 international organizations including the International Air Transport Association, and representatives of all member states at ICAO Council. Under the theme of “Asia Pacific: Uniting to Shape the Future of Civil Aviation through Commitment and Collaboration”, you will exchange views on the development of civil aviation industry in the Asia Pacific region, and discuss and adopt the Declaration of Ministerial Conference on Civil Aviation (Beijing Declaration), marking a milestone in the Asia Pacific civil aviation history.

Here, on behalf of the Chinese government, I would like to express my warm welcome to you all, and sincere congratulations on the opening of the conference.

Ladies and gentlemen, Friends,

Looking back into the history, Asia Pacific had a good tradition of pursuing connectivity

Since the ancient times, connectivity has been a glorious pursuit of human society. Our ancestors, under extremely difficult conditions, created numerous miracles of connectivity. Two land routes of Southern Silk Road and Northwestern Silk Road and a seaway of Maritime Silk Road connected China and other countries in the Asia Pacific region over 2000 years ago. Zheng He led seven ocean expeditions 600 years before, leaving eternal stories to be passed on from generation to generation. And people in other countries of the Asia Pacific region also created land roads and waterways connecting different places with various transport vehicles such as carts, horses and ships, which formed a closely connected transport network that opened a new window for friendly exchanges between countries, and started a new chapter of human development and progress.

Looking at the present, the Belt and Road initiative is providing new opportunities for connectivity

In 2013, based on the history and traditions of national exchanges between China and its foreign counterparts, requirements of the times and wellbeing of people around the globe, Chinese President Xi Jinping proposed the Belt and Road initiative which should be jointly built through consultation to meet the interests of all. The Belt and Road initiative received overwhelming response and support from all parties, and brought tremendous opportunities for the development of connectivity among countries in Asia Pacific and even around the globe. As learned from our past practice, development behind closed doors will lead us nowhere, instead the only correct path we should pursue is developing in an opening-up environment. As such, the core of the Belt and Road initiative is to promote infrastructure construction and connectivity, in order to enhance connection in economic policies and development strategies, facilitate joint growth and realize common prosperity. Asia Pacific represents a key area for the Belt and Road initiative, with 11 countries in Southeast Asia and 8 in South Asia being located along the Belt and Road and the South Pacific region being the natural extension of the Maritime Silk Road of the 21st Century. Further strengthening the connectivity in Asia Pacific constitutes an important part of the efforts to promote Belt and Road initiative development. During APEC 2014 held in Beijing, the APEC Connectivity Blueprint was drawn, which chartered the direction for the building of an Asia Pacific connectivity that is all-round and multi-faceted with a comprehensive structure.

The optimum way to enhance connectivity is aviation. First, it features short construction cycle, small investment and fast results; second, it is subject to little limits from geological conditions but can ensure high level of safety; third, it imposes relatively small impact on biological environment with great flexibility; fourth, being fast and efficient, it is the best choice for international long-haul travel; and fifth, it comes with a long industrial chain with strong driving force, which can promote developing countries to join international high-end industrial chain and boost economic growth. In recent years, countries in Asia Pacific have strengthened aviation ties, which effectively facilitated culture exchanges in the region and enhanced economic development. In 2016, the aviation industry created nearly 63 million jobs for the world, and contributed 2.7 trillion dollars to the global GDP, among which Asia Pacific aviation provided 28.8 million jobs, nearly half of world's total, and generated 626 billion dollars, accounting for about a quarter of all.

Looking forward, Asia Pacific enjoys an even brighter future of connectivity

From conception to cohesion, and from top-level design to implementation, building of Belt and Road initiative has been advancing in explorations, improving in progressing and maturing in cooperation, unleashing unprecedented vitality and potential. At present, China's economy is maintaining medium to fast-speed growth, ranking top among the world's major economies, with its GDP registering 82 trillion yuan, being second globally and its economic contribution accounting for 30% of world's total, becoming a major driving force for the global economy. The Chinese people is marching on a new journey of going global, opening economy to a higher level and promoting the building of community with shared future for mankind. It is easy to envisage that as China's economy continues to grow and the opening up process keeps expanding, cooperation between China and Belt and Road countries including the Asia Pacific region will enjoy a brighter future.

Further enhancing connectivity is an effective way for other Asia Pacific countries to benefit from China's growth and share China's development results. And leveraging the advantage of civil air transport and building the Silk Road over the air would be a good start to strengthen connectivity in Asia Pacific. The Chinese government will continue to deepen civil aviation cooperation with other Asia Pacific countries, contribute to the realization of common development via sharing, inclusiveness and collaboration, and bring Asia Pacific economy to advance towards more open, inclusive, general beneficial, balanced and win-win progress. To achieve these goals, I would like to propose three suggestions.

First, strengthening cooperation in infrastructure construction

Infrastructure connectivity forms the material basis of Belt and Road initiative development. Therefore, countries should enhance connection in infrastructure construction plans and technical standard systems of airport, air traffic control and routes, increase investment in aviation infrastructure construction, jointly promote building of big regional air corridors, improve ground support capabilities and air navigation service qualities, and effectively address the challenge relating to capacity, efficiency and safety. China has rich experience in infrastructure construction, and is ready to contribute to the civil aviation infrastructure construction in the Asia Pacific region.

Second, improving openness of regional aviation market

To promote regional air transport growth, the key lies in the opening of market. I suggest that Asia Pacific countries adopt a more positive, open and flexible aviation policy, strengthen coordination in transport policies, improve openness of regional air transport market and constantly improve flight route network, with a priority of launching direct flights among major cities in our region so as to facilitate regional cooperation in trade, investment, tourism and other related fields. China will further improve openness of its aviation market in a positive, gradual and orderly manner, and we welcome all countries to launch more flights to China.

Third, fully implementing the No Country Left Behind initiative

While enjoying the advantage of large size and fast growth, Asia Pacific civil aviation also features unbalanced development and diversified situations. China has donated 4 million U.S. dollars for aid projects to ICAO under the framework of South-South Cooperation Assistance Fund. I suggest that countries on the basis of realizing civil aviation growth of their own, fulfill their international obligations to help other and let the development results benefit more countries and people.

Ladies and gentlemen, Friends,

Beijing is a city with a long history, and a place to start a new journey of cooperation. There is a saying in China that goes, one single strand of silk doesn't make a thread, and one single tree doesn't make a forest, explaining the great strength of cooperation; a saying in Australia that goes, one day does not have two mornings and the time lost will never come back, reflects the importance of seizing the cooperative opportunities; and a saying in Palestine that goes, if you offer others a bowl of water when they are thirsty, you will obtain a long-lasting friendship, elaborates the deep philosophy of mutual benefit and win-win outcome. Let us join hands to get onboard the flight of Asia Pacific civil aviation development, taking off from the new start point of Beijing, flying to a broader sky, and jointly shaping the new aviation future for Asia Pacific!

Finally, I wish this conference a full success!

Thank you!