



International Civil Aviation Organization

**WORKING PAPER**

A38-WP/115

P/7

19/8/13

(Information paper)

**ASSEMBLY — 38TH SESSION**

**PLENARY**

**Agenda Item 5: Election of Member States to be represented on the Council**

**CANDIDATURE OF THE REPUBLIC OF SINGAPORE**

(Presented by Singapore)

**EXECUTIVE SUMMARY**

This paper presents Singapore's candidature for re-election as a Member on the Council of ICAO, in Part II, and seeks the support of all ICAO Member States.

<i>Strategic Objectives:</i>	This working paper relates to all Strategic Objectives.
<i>Financial implications:</i>	No additional resources required.
<i>References:</i>	A38-WP/2

## 1. INTRODUCTION

1.1 The Government of the Republic of Singapore has the honour to announce its candidature for re-election as a Member on the Council of ICAO, in Part II, at the elections to be held during the 38th Session of the ICAO Assembly.

## 2. ONE COMMON VISION

2.1 As an island State, Singapore is dependent on international aviation as a key mode of transport and for connectivity. International aviation is also woven into the economic fabric of our country. Accordingly, Singapore is very attuned to the importance of the ICAO global framework for the safe and orderly operation of international air transport services, based on equity and sound economic principles. We wholeheartedly share the ICAO's vision for a safe, secure, reliable, efficient, and sustainable global air transport system.

## 3. CONTRIBUTING EXPERTISE, GROWING HUMAN CAPITAL

3.1 Singapore is committed to contributing our resources and expertise, and to working together with the ICAO and fellow Member States, to address the challenges to bring international aviation to the next frontier, and to harness the attendant opportunities.

- Singapore currently contributes in over 90 ICAO expert groups to help shape international standards in areas ranging from aviation safety, aviation security, airport operations, and air traffic management, to aviation environmental protection, air law, and aviation medicine. We are privileged to serve as Chair of 16 of these.
- A firm advocate of building human capital, Singapore has, over 55 years, through the Singapore Aviation Academy (SAA) trained more than 70,000 participants from 190 countries, contributing to the building of a global pool of aviation experts. More than 400 training fellowships are made available by the Singapore Government annually to developing countries for their aviation professionals to attend programmes at the Academy. In total, close to 5,500 training fellowships have been provided. For its role in aviation human capital development, the SAA was conferred the 34th ICAO Edward Warner Award by the Council of the ICAO in 2000.
- The Civil Aviation Authority of Singapore (CAAS) has also signed Memoranda of Understanding (MOUs) with the regional Civil Aviation Commissions to promote the safe, orderly, and sustainable development of international civil aviation.
- As a nexus for knowledge sharing and thought leadership, Singapore brings together top aviation individuals and organizations to exchange knowledge and ideas for the advancement of the civil aviation industry. The biennial Aviation Leadership Summit and triennial World Civil Aviation Chief Executives Forum are held in Singapore for policy makers and captains of the industry to debate and discuss key issues and challenges facing international aviation. Joint human resource development programmes and research collaborations are also carried out in Singapore with world class academic and research institutions.

## 4. PURSUING AIR NAVIGATION SERVICES EXCELLENCE

4.1 Singapore provides air navigation services for some 600,000 air traffic movements annually in the Singapore Flight Information Region (FIR), including over the South China Sea, one of the world's busiest

and most complex air traffic environments. Singapore believes that the ICAO Global ATM Operational Concept, which is to be significantly updated with the Aviation System Block Upgrade (ASBU) initiative, holds the key to transforming air traffic management to be able to meet the astronomical air traffic growth in the Asia-Pacific.

- Singapore supports the ICAO fully in its work in the Air Navigation Commission for the advancement of global air traffic management (ATM) initiatives, and in the Asia-Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG) on initiatives to restructure airways, improve capacities, and enhance safety monitoring in the Asia-Pacific.
- Singapore's ATM professionals contribute actively in the ATM/AIS/SAR Sub-group, and the Asia-Pacific Seamless ATM Planning Group, setting the strategic direction and formulating the Asia-Pacific roadmap for "seamless skies".
- In addition, Singapore aims to develop as a Centre of Excellence for ATM that will involve building a vibrant ecosystem of research institutes and think tanks, industry players, academia, and foreign and international ATM entities and aviation stakeholders, contributing to a wide range of ATM research and development activities, generating ATM knowledge and expertise, and developing ATM capabilities and solutions to meet the unique requirements of Singapore and the region.
- Singapore collaborates with global and Asia-Pacific partners to modernize ATM globally and in the Asia-Pacific towards seamless, harmonized, and sustainable ATM. These partnerships include: Automatic Dependent Surveillance – Broadcast (ADS-B) data-sharing over the South China Sea with Asia-Pacific stakeholders, and working with ASEAN Air Transport Technical Cooperation members on harmonisation and inter-operability of ATM as part of the ASEAN Single Aviation Market framework.

## 5. ENHANCING AVIATION SAFETY AND SECURITY

5.1 Singapore views aviation safety and security as paramount to the sustainable development of international aviation, hence our maintenance of a robust safety oversight system in Singapore. Singapore fully supports the ICAO State Safety Programme, Safety Management System and Universal Safety Oversight Audit Programme - Continuous Monitoring Approach initiatives, and provides technical assistance to States under the Co-operative Development of Operational Safety and Continuing Airworthiness Programme (COSCAP). Additionally, Singapore strongly believes that a coordinated effort by ICAO Member States and relevant stakeholders, including international organizations and the industry, is essential to effectively address all security threats to the global aviation system.

- As a founding member of the COSCAP-SEA, Singapore actively contributes technical experts to assist Member States in flight operations, aircraft airworthiness, Safety Management System, and audit procedures, and has also provided significant financial assistance through related activities.
- Since 2003, Singapore has seconded a medical advisor to the ICAO who is concurrently an advisor to the World Health Organization (WHO), to drive the "Collaborative Arrangement for the Prevention and Management of Public Health Events in Civil Aviation" (CAPSCA) in the Asia-Pacific, other regions and globally, so as to mitigate the risk of pandemics caused by the spread of communicable diseases through air travel.
- Singapore led the initiative to develop the ICAO Comprehensive Aviation Security Strategy (ICASS), which was endorsed by the 37th ICAO Assembly and charts the direction and defines the ICAO's key focus areas for aviation security for the period 2011 to 2016.

- Singapore is also honoured to serve as Chairman of the ICAO Aviation Security Panel for 2011-2013, and played an active role in the ICAO's efforts to, *inter alia*, establish new standards for air cargo and mail security and the security screening of persons other than passengers entering the security restricted areas of airports, and develop the 8th Edition of the *Aviation Security Manual*.
- As an active contributor to the ICAO's efforts to strengthen air cargo security worldwide, Singapore partnered the ICAO and World Customs Organization (WCO) to organize the first ever Joint Conference on Enhancing Air Cargo Security and Facilitation in July 2012 in Singapore.
- Within the Asia-Pacific region, Singapore continues to lead regional efforts to provide assistance to States and help ensure compliance with the related Standards and Recommended Practices (SARPs) in Annex 17 to the Chicago Convention.

## 6. CONFRONTING CLIMATE CHANGE

6.1 Climate change is a global challenge involving the international aviation industry and therefore requires a global solution to be achieved with the concerted efforts of all stakeholders. Singapore affirms and supports the ICAO's leadership in addressing this challenge, given the trans-national nature of air travel, the fact that the ICAO is a UN agency, and given also that ICAO has the necessary expertise and has access to international aviation resources.

- The Civil Aviation Authority of Singapore (CAAS) is party to the collective effort to optimize route processes over the Bay of Bengal and across the South China Sea, with significant fuel savings of over 12 million kg of carbon dioxide each year.
- CAAS is also a partner in the Asia and Pacific Initiative to Reduce Emissions (ASPIRE), a group of air navigation service providers that collaborate closely to reduce airlines' fuel burn and carbon emissions over all phases of participating flights across the Asia-Pacific. Singapore is directly involved in the ASPIRE Daily Flight initiative for the five city pairs of Singapore-Los Angeles, Singapore-Melbourne, Melbourne-Singapore, Singapore-Sydney, and Sydney-Singapore.
- As an air navigation service provider, CAAS deploys enabling air navigation technology and operational flow management processes to enhance air traffic flow, enhance runway efficiency, and increase capacity to reduce aircraft carbon dioxide emissions.
- Singapore carriers have implemented air navigation equipage in their aircraft to benefit from the ATM initiatives while making significant investments in fleet renewal with more fuel-efficient aircraft and engines, and adopting technical and operational measures to reduce the carbon footprint of their flights.
- At Singapore Changi Airport, energy conservation features, including skylights, façade sunshades, and an integrated building management system, are incorporated in the latest designs of the airport terminals.

## 7. BUILDING CAPACITY, POSITIONING FOR GROWTH

7.1 Over the past 48 years since our independence in 1965, Singapore has developed into one of the Asia-Pacific's major aviation hubs with a significant role in fostering the growth of international civil aviation. Singapore has in Changi Airport the world's 7th busiest airport for international passenger and air cargo traffic, with over 100 airlines operating some 6,500 scheduled flights weekly to more than 250 cities in over 60 countries. Singapore Changi Airport has received over 400 world-best airport accolades, and Singapore Airlines

is an iconic international airline providing air services in every continent. With the Asia-Pacific region fast becoming the world's biggest aviation market, Singapore is gearing up its aviation infrastructure to meet the expected growth in air traffic.

- A new airport master plan is being developed for Singapore Changi Airport to serve significantly higher air traffic and greater aviation needs in the longer term beyond a handling capacity of 85 million passengers per annum when a new terminal is opened in 2017.
- Singapore also offers a comprehensive range of aviation services, including by home grown companies, to the international community, and is host to the regional headquarters of several major aviation organizations and over 200 multinational aviation companies such as the International Air Transport Association (IATA), Civil Air Navigation Services Organization (CANSO), EADS, Thales, Rolls-Royce, and Pratt and Whitney. ST Aerospace—the world's largest independent aircraft maintenance, repair, and overhaul (MRO) provider—leads the MRO industry in spurring innovation and growth, while SIA Engineering Company is the first and largest A380 MRO company in the world.
- The Singapore Airshow, the world's third largest and the Asia-Pacific's largest airshow, provides a platform for aviation stakeholders across the globe to tap business opportunities in the Asia-Pacific's fast growing markets.

7.2 A liberal framework provides growth opportunities, thus Singapore adopts a liberal air transport policy. We have concluded air services agreements with more than 120 countries—of which some 50 are open skies agreements. Singapore is a founding member of the Multilateral Agreement on the Liberalization of International Air Transportation (MALIAT), the world's first multilateral open skies agreement, and is also playing an active role in advancing the ASEAN Single Aviation Market. Significant progress towards this end was made during Singapore's 2010 and 2011 chairmanship of the ASEAN Air Transport Working Group, such as:

- Full adoption of the ASEAN Single Aviation Framework for greater integration of ASEAN's aviation sector from 2015 and beyond; and
- The coming into force in July 2011 of the ASEAN Multilateral Agreement on the Full Liberalisation of Passenger Air Services for designated ASEAN airlines to provide unlimited international air services within the ASEAN region.

## 8. CANDIDATURE TO THE ICAO COUNCIL, UNDER PART II

8.1 Singapore is privileged to play a role in the rapid development of civil aviation, contributing as a driver and a facilitator of aviation safety and security, air traffic management modernization and transformation, aviation human capital development, and capacity building, to provide future generations a sustainable aviation sector. Singapore will be honoured to continue contributing as an ICAO Council Member State to raise international civil aviation to the next level.

8.2 The Government of the Republic of Singapore would deeply appreciate the support of ICAO Member States for Singapore's candidature for re-election to the Council of ICAO, in Part II, at the 38th Session of the Assembly.