

Concluding Communiqué: Fourth ICAO World Aviation Forum

Promoting Investment for Aviation Development

1. The Fourth ICAO World Aviation Forum (IWAF/4) was held at Fortaleza, Brazil, from 17 to 19 September 2018. Participants representing ICAO Member States, international and regional organizations, the industry and financial institutions attended IWAF/4 with the theme of promoting investment for aviation development and maximize the benefits of aviation sector towards the social, economic development globally.
2. Expanding on the outcomes of previous events of this forum, we are determined to develop practical solutions to the challenges on aviation development, with focus on infrastructure, investment and innovation, and in the overall context of the national economic development, in support of the ICAO *No Country Left Behind* (NCLB) initiative and the United Nations (UN)' *Transforming our World: 2030 Agenda for Sustainable Development*, including the Sustainable Development Goals (SDGs).

Mainstream the Priorities of the Aviation Sector in States' Economic Development Planning

3. We, the participants of IWAF, reaffirm our commitment towards raising political willingness to mainstream and reflect the priorities of the aviation sector in the global, regional and national agenda. We strive to support the attainment of our aspiration goal of **“access to air transport for all people, to move at minimum time, with maximum satisfaction and minimum costs”**, including ensuring the accessibility of air travel to person with disabilities. We agree to take concrete steps to promote an enabling economic environment, remove constraints, barriers and impediments to sustainable aviation development, in alignment with States' ultimate policy objectives.
4. We reiterate that each State has the primary responsibility for its own aviation development, and the role of public policies and strategies cannot be overemphasized in fostering growth in the air transport industry. We call on States to place the aviation development in the heart of national economic development planning. Strategic placement of air transport can drive the socio-economic development for States and regions by safely and efficiently accommodating the increase in air traffic demand, and responding to the diversified needs of providers, users and consumers, and other issues inherent in the air transport systems.
5. We underline the fragmentation of air transport regulatory framework as a main impediment to the sustainable development of the sector. We request States to tackle policy fragmentation of air transport regulatory framework through structural reforms to support the efficient productivity growth, and establish and apply good regulatory practices and governance for air transport, including modernization, harmonization and convergence of regulatory approaches and regimes of States and the promotion of connectivity, competition, and consumer interests.
6. We affirm the need for States to enhance policy coherence by harmonizing regulatory frameworks in balancing the benefits of aviation, tourism and trade sectors; consolidate infrastructure planning and development efforts in these economic sectors, whenever possible; and promote cooperation and compatible decision-making among transport authorities and other ministries in charge of related portfolios, including finance, economic planning, energy, environment, trade and tourism.

Encourage Sufficient and Long Term Investment Required for Aviation Development

7. We underscore that substantial investments over the long term are required for the development and modernization of quality aviation infrastructure, capacity and technology to sustain rapid-expanding air traffic which will double in the next 15 years, characterized by a 4.6 per cent annual growth rate for passenger traffic and a 4.4 per cent for freight traffic. Our another aspirational goal is **“no constraints of infrastructure capacity, technology and financial resources for aviation development”**.
8. We stress the importance for States to conduct gap analysis to identify the deficiencies in aviation and develop national and/or regional aviation infrastructure programmes and plans in cooperation with international and regional organizations, the industry, the donor community, as well as multi-lateral development banks and other financial institutions. The national and/or regional aviation infrastructure programmes and plans should have strategic infrastructure targets that are consistent with ICAO’s Global Plans and according to national and regional needs.
9. We reiterate our call on States to take pragmatic measures to build a transparent, stable and predictable investment climate to support aviation development. We request financial institutions to alleviate constraints on financing development for the aviation sector, including quality infrastructure investment, and examining the feasibility of creating investment pools and a financial marketplace in which aviation related projects can be consolidated and promoted.
10. We encourage States to make their laws, regulations, policies, practices, and relevant information and data available to the public, including investors, with clarity, predictability, accountability and open access. Transparency creates credibility for regulatory decisions and raises business confidence by minimizing information asymmetry between the government, the industry and investors and reducing investment risks and uncertainty.

Effective and Efficient Integrated Transport Planning

11. We emphasize the need for supporting sustainable and balanced transport growth, and call on States to align and integrate their aviation development programmes and plans with an appropriately-balanced development of all transport modes, including multi-modal and urban planning initiatives. Such planning and development efforts also need to be harmonized with the international economic and financial frameworks, and supported by economic cooperation and, when needed and as appropriate, international assistance for development.
12. We stress the importance of linking airport infrastructure with road and railway networks to enhance the mobility of people and businesses travelling or transporting goods through airports, while enabling other urban planning initiatives to further increase connectivity and user satisfaction. Strategic placement of intermodal infrastructure can support social, economic and environmentally-responsible development of the region.
13. We welcome developments in transport automation in all modes of transport, in particular the exploration of civil drone technologies to ensure their safe and secure integration within the transport system. Cooperation among all stakeholders is required to test, demonstrate and evaluate the effects of these new technologies while optimising resources and sharing good practice and knowledge.
14. We recognize that the rising sharing economy, digitalization in transport and disruptive technology have created benefits for consumers, as well as introduced opportunities and challenges for incumbent businesses, regulators and policy makers. Prescriptive regulatory approaches cannot keep pace with technological development and could unnecessarily hamper innovation. We therefore support initiatives and efforts by States that establish the framework to enable the industry to do business in a more favourable operating environment, allow innovation, facilitate the implementation of emerging technologies, and realize the potential benefits of the sharing economy and technology for air passenger transport and e-commerce for air cargo transport.

Maximize the Benefits of Aviation for Pan-America Region

15. We note that the current forecast of air traffic growth of the Pan-America region is encouraging, and the availability of sustainable air connectivity can support trade and tourism, and create significant opportunities for local citizens, businesses and producers to access foreign supplies and markets. In order to further strengthen aviation growth of the region and maximize its benefits, we call for political commitments and liberalization efforts to the sustainable development of air transport in the region that is available, affordable and seamless for all people, as well as more accessible and efficient to overcome logistical challenges.
16. We urge States in the region to place effective regulatory and public policies in reducing constraints, barriers and impediments to the development of aviation infrastructure commensurate with the traffic growth. We stress the urgent need for States to identify infrastructure gaps, build business cases with full cycle analysis in developing aviation infrastructure programmes and plans, as well as strategic infrastructure targets that are consistent with ICAO's Global Plans and according to the national and regional needs.
17. We agree to exchange practical experiences and best practices on building successful business models of aviation and projects. We also encourage the application of big data analytics to obtain insights from real-time exchange of data to enhance safe and secure air transport while ensuring cyber security and data protection.
18. We adopted by acclamation of the *Declaration to Promote Connectivity through the Development and Sustainability of Air Transport in the Pan-American Region – Vision 2020-2035*. We welcome the commitment of States, international and regional organizations, and the industry to promote investment for the development of aviation through the establishment of a framework to collaborate in the sustainable growth of air transport in the region.

Leading the Way towards Sustainable Aviation Development

19. We place our highest priority to maximizing the benefits of aviation in a sustainable manner that is safe, affordable, accessible, efficient, resilient and environmentally responsible, and continue to seek new, innovative, sustainable air transport solutions. Aviation is a means of allowing people to access what they need.
20. We reinforce our commitment to fostering an informed and engaged public as a crucial partner through public awareness campaigns and education programmes to raise business confidence, obtain buy-in from the wider audiences, accelerate the implementation of the ICAO NCLB initiative, and advance sustainable air transport solutions in support of the SDGs of the UN *2030 Agenda for Sustainable Development*.
21. We reaffirm our commitment to strengthening our long-term collaborative partnerships and cooperation among Member States, international and regional organizations, the industry, the donor community, as well as multi-lateral development banks and other financial institutions, each with its own comparative advantages, to commensurate the scale of actions and financing to develop quality aviation infrastructure, capacity building and essential service needs. We emphasize the value of ICAO's role in fostering effective partnerships among us; facilitating the mobilization of resources; and under its NCLB initiative, identifying, coordinating and providing assistance to States in need.
22. We thank Brazil for hosting a successful IWAF/4 and its contribution to the event, and look forward to meeting again at next IWAF in Montréal, Canada, in September 2019.