



International Civil Aviation Organization

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**ASSEMBLY — 40TH SESSION**

**EXECUTIVE COMMITTEE**

**Agenda Item 26: Other high-level policy issues to be considered by the Executive Committee**

**GLOBAL AVIATION SUMMIT, 2019**

(Presented by Saudi Arabia)

**EXECUTIVE SUMMARY**

The Kingdom of Saudi Arabia hosted the Global Aviation Summit, and it organized by the General Authority of Civil Aviation in Riyadh, 1-2 April 2019. The summit included a platform for exchanging experiences and information and benefiting from the best experiences followed globally through the topics covered; security, safety and environmental protection, improvement of services, introduction of developments and innovations affecting civil aviation, and the General Assembly is invited to take note of the Riyadh Communiqué 2019 in accordance with Annex A to this paper.

<i>Strategic Objectives:</i>	This working paper relates to Strategic Objectives of the Organization.
<i>Financial implications:</i>	
<i>References:</i>	

## 1. INTRODUCTION

1.1 The General Authority of Civil Aviation (GACA) organized Ministerial Aviation Summit in 2016, which was highly successful at the regional and international levels. The participants issued the “Riyadh Declaration”, which called for the provision of resources for the preparation of a “Regional Security and Facilitation Plan” aimed at enhancing aviation security in the world and the implementation of all international aviation security conventions after their ratification by the ICAO General Assembly.

1.2 The General Authority of Civil Aviation (GACA) organized the Global Aviation Summit in Riyadh, 1-2 April 2019, with the participation of more than 1300 persons representing a high level of transport ministers, heads of civil aviation authorities and experts from international and regional organizations. The summit aimed to exchange information and experiences related to the civil aviation sector, benefit from experiences to raise the quality of services, and review the practices followed globally towards improving cooperation in the field of security and safety in the sector. The summit highlighted policies, regulations and future plans in relation to the security, safety and investment opportunities offered by the civil aviation system around the world, improving services, introducing developments and innovations affecting aviation technology, and reviewing the plans and strategies of the civil aviation sector in the Kingdom in line with the objectives of Vision 2030.

## 2. DISCUSSION

2.1 The main objectives of the Summit are:

- a) a platform for the exchange of information and experiences related to civil aviation;
- b) providing investment opportunities in the civil aviation sector in Saudi Arabia;
- c) share global best practices to improve cooperation in safety and security in civil aviation;
- d) present the latest developments in civil aviation in the Middle East; and
- e) share best practices at airports around the world;

2.2 Emphasis on the outcomes of Concluding Communiqué of the summit which containing 42 items, in which all aspects and needs of development in the field of civil aviation were discussed, as well as the following:

- a) emphasize the role of public policies and strategies in promoting and developing the air transport sector, as the development of the aviation sector is an important factor for national economic development, and the establishment of independent entities to operate airports and / or air navigation services generally improves performance.
- b) the importance of private sector participation in the development of the civil aviation sector through the provision of facilities to enable the establishment of sustainable partnerships.

- c) urged States to continue the dialogue on gender equality in aviation as confirmed by the official communiqué of global aviation gender summit Cape Town, South Africa, 8 to 10 August 2018.
- d) recognition that the drone industry is growing, and to ensure the safety and security of air traffic, the cooperation between Member States and relevant international organizations and the private sector is required to testing, demonstrating and evaluating the effects of this modern technology and sharing the best appropriate solutions.
- e) call on States to commit themselves to the implementation of the decisions of the Riyadh Declaration (2016), through the implementation of the ICAO Global Aviation Security Plan through the outcomes of the Regional Aviation Security and Facilitation Group; We also encourage greater participation in the aviation security cooperative program in the Middle East.
- f) agree that the activities of all organizations should aim at providing assistance to States through training and capacity building
- g) encourage cooperation at the international, regional and national levels to improve the passenger experience, through reliance on electronic platforms for smart solutions at airports that are comprehensive, flexible, scalable and responsive.
- h) the global aviation summit shall promote the call for development partners and organizations with civil aviation development to support international and regional organizations to implement their initiatives.

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## APPENDIX

### CONCLUDING COMMUNIQUÉ: GLOBAL AVIATION SUMMIT

#### History

1. The Global Aviation Summit was held in Riyadh, Saudi Arabia, from 1 to 2 April 2019. Participants representing ICAO Member States, international and regional organizations, the industry and private sector attended the Summit with the objectives of strengthening the dialogue amongst Governments as well as private sector in order to exchange views, share insights and encourage active involvement in defining policies, regulations, and future plans related to civil aviation around the world.
2. Expanding on the outcomes of the Global Ministerial Aviation Summit held in Riyadh in August 2016, we are determined to develop practical solutions to the challenges on aviation development, with focus on Safety, Security, infrastructure, investment and innovation, 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).

#### Outcome of the Discussions

##### Global Aviation: The Way Forward

3. We, the participants of Global Aviation Summit in Riyadh, 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.
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.
5. We encourage States to establish autonomous entities to operate airports and/or air navigation services in view of the experience gained worldwide that indicates that airports and air navigation services that are operated by autonomous entities demonstrate improved overall financial situation and managerial efficiency.
6. We were apprised of the massive development of civil aviation in Saudi Arabia in light of the Saudi Vision 2030, and the openness of the local market to huge investments opportunities

##### Aviation as a Driver for Economic Growth

7. We note that the current forecast of air traffic growth of the MID 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.

8. We acknowledge that in order to provide more effective support to aviation development, substantial financial and partnership assistance is required.

9. We emphasize that the aviation system has a significant impact on the economic development and growth; it impacts tourism and trade, and generates other economic benefits which help eradicate poverty, create jobs and mobilize resources.

10. We encourage States to take pragmatic measures to build a transparent, stable and predictable investment climate to support aviation development, for example, by engaging multi-stakeholders, diversifying funding sources and elevating the role of private sector, including through private investment, business reform, private finance initiative, public-private partnership and various incentive schemes.

### **Women in Aviation**

11. We support the COMMUNIQUÉ of GLOBAL AVIATION GENDER SUMMIT CAPE TOWN, SOUTH AFRICA, 8 TO 10 AUGUST 2018.

12. We urge States and the aviation industry to demonstrate strong, determined leadership and commitment to gender equality in aviation and to work together with a view to making further progress; mobilizing the global aviation community to discuss existing barriers for gender equality in aviation and to share best practices, programmes and initiatives aimed at overcoming these barriers; and identifying concrete actions which can be taken to accelerate gender equality in aviation and promoting partnerships amongst interested stakeholders to implement these actions.

13. We reaffirm the need for ongoing dialogue, to further accelerate gender equality and the empowerment of women in the aviation sector.

### **Drones: Safety of low altitude air traffic and its integration with general aviation**

14. In order for the numerous socio-economic benefits of unmanned aviation to be optimized, we urge the civil aviation authorities to establish and implement a well-structured and flexible regulatory framework for UAS, considering aviation's longstanding safety performance prioritization.

15. We request the UAS industry and regulatory communities to keep close coordination and work together to realize effective results and facilitate the implementation of emerging technologies.

16. We recognize that the number of UAS is rapidly increasing and have created benefits for consumers, as well as introduced opportunities and challenges for the incumbent businesses, regulators, and policy makers. In order to ensure their safe and secure integration within the air transport system, cooperation among all stakeholders is required to test, demonstrate and evaluate the effects of these new technologies while optimizing resources and sharing practices and knowledge.

17. We recognize that drones are quickly becoming the most widely used tool for many industries. From Police and Fire Departments to farming collectives, drones have become essential to boosting safety and productivity. Search and Rescue is among the industries heavily affected by the use

of drones. Search times can be significantly reduced while limiting potential risk to the party being rescued as well as rescuers in addition to many options and benefits to using drones for search and rescue.

18. We encourage States to work with ICAO on the development of a roadmap for safe integration of RPAS into non-segregated airspace including the regulatory and service provision frameworks

19. We request ICAO to organize workshops and provide guidance and assistance as required to States on UAS/RPAS.

20. Urge States to work with the International Civil Aviation Organization (ICAO) and manufacturers of UAVs to develop counter-defense systems at airports to ensure that any terrorist attacks or other attacks on civil aviation facilities are addressed.

### **Emerging threats to Aviation Security and potential solutions**

21. We urge States to fulfil their commitment toward the implementation of Riyadh Declaration decisions (2016), by incorporating the provisions of the Global Aviation Security Plan (GASeP) through the Middle East Regional Aviation Security and Facilitation Group(MID-RASFG) outcomes. Additionally, we encourage more participation in the Collaborative Aviation Security Programme-Middle East (CASP-MID).

22. We reaffirm our commitment towards the implementation of the GASeP through the support of Regional Aviation Security Groups and the States' own Implementation roadmaps, to ensure a higher Effective Implementation (EI) level of the Critical Elements (CE) in Aviation Security.

23. We recognize the importance of aviation security in the development of the global air transport industry and its impact on the growth of the air transport sector.

24. We recognize the need to improve guidance and training activities for aviation security professionals in order to increase the number of professionals / professionals with the necessary competencies and skills.

25. We urge States to ensure the provision of sustainable funding and other resources necessary for effective implementation of aviation security provisions.

26. We recognize the new emerging threats and the importance of the establishment of a State risk assessment framework, where emerging threats (landside attacks, cyber security, insider threat, Drones, MANPADs, etc..) are taken into consideration and appropriate mitigation measures are put in place, supported by a well-established security culture and reporting system.

27. We encourage States to work collaboratively and share Aviation Security information with other concerned States to prevent Acts of Unlawful Interference (AUI).

28. Terrorist attacks continue to pose the greatest threat to international civil aviation.

### **Role of International Aviation Organizations in facilitating growth**

29. We support the work of the International and Regional Civil Aviation Organizations for the benefit of States, in support of the ICAO Strategic Objectives and the ICAO No Country Left Behind (NCLB) Initiative. We encourage the International and Regional Civil Aviation Organizations to establish closer cooperation and improved synergy to avoid duplication of efforts, for the benefit of international civil aviation

30. We agreed that, despite the different areas of accreditation/responsibility of the various Organizations, the priorities, plans, strategies and targets identified/developed under the framework of the ICAO Regional Groups for safety, air navigation and aviation security should prevail for the collaboration between the different Organizations.

31. We agreed that the activities of all Organizations should be focusing on the provision of assistance to States in support of the ICAO NCLB initiative and in particular the regional NCLB strategies and activities, through training and capacity building activities to improve the status of implementation of ICAO SARPs as well as the regional and national performance indicators.

### **Enhancing the Passenger Experience**

32. We encourage International and regional organizations to work closely with ICAO to ensure that a safe, secure and sustainable global aviation system is part of the global development framework.

33. We underline the importance of the establishment of a comprehensive air transport facilitation regulation to improve the overall passenger experience by applying the best practices of infrastructure design, use of smart technologies, closer and efficient collaboration between various airport stakeholders and sharing of information at the national level among concerned entities. (sharing information pertaining to API and PNR).

34. We urge States to take necessary measures for the implementation of API transmission, in accordance with Annex 9 provisions; this will help achieving a higher throughput vis-a-vis to check in, boarding, immigration and customs.

35. We encourage collaboration at international, regional and national levels to improve passengers' experience.

### **Next Generation Airports**

36. Looking to the future, we encourage airports to rely on platforms that are holistic, automated, agile, scalable and responsive. By adopting these intelligent solutions airports will enjoy timely access to actionable data, greatly improving accuracy in decision-making; including the assurance of the effective connectivity between Airport Operations Command Centers (AOCC), mobile-enabled passenger services, introducing "smart gates" and airport performance reporting tools.

37. 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.

### **Building Aviation Capabilities**

38. We see the need to establish a network of educational institutions to support related youth attraction initiatives and related research and analysis on sector-wide human resources development metrics.

39. We underlined that States needs to broaden its scope and begins instilling greater aviation awareness in high school and younger students, and especially in young girls.

40. We urge States and appropriate stakeholders to implement sustainable Human Resource Development Policies to facilitate recruitment, training and retention of qualified personnel especially young professionals and Women to enhance career development, Succession Planning, Good Governance, and Transparency.

41. 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.

### **Conclusion**

42. We thank the Kingdom of Saudi Arabia for hosting a successful Global Aviation Summit and its contribution to the event.

43. 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, s and other financial institutions, each with its own comparative advantages, to commensurate the scale of actions in enhancing safety and security and developing 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.