



**WORKING PAPER**

**ASSEMBLY — 40TH SESSION**

**EXECUTIVE COMMITTEE**

**Agenda Item 20: No Country Left Behind Initiative**

**FOCUS ON THE PACIFIC**

(Presented by Australia and co-sponsored by New Zealand, Pacific Aviation Safety Office, Samoa, Singapore and Tonga)

**EXECUTIVE SUMMARY**

In recognition of actual and forecast air transport growth, the 13th Air Navigation Conference (AN-Conf/13) called on ICAO to strengthen ongoing engagement within the Asia Pacific (APAC) Region and support APAC in the implementation of the Beijing Declaration (covering aviation safety, air navigation and human resource development) and progress towards ICAO global targets.

There is a need to give effect to the AN-Conf/13 outcomes as a priority given growing demands on the APAC Region and the particular challenges of the Pacific Island States as identified in the ‘Pacific Small Island Developing States (PSIDS) Needs Analysis Study’ undertaken by ICAO. Appropriate resourcing of the APAC Regional Office in Bangkok will better support implementation of the Beijing Declaration and the regional response to outcomes of the PSIDS Needs Analysis Study.

**Action:** The Assembly is invited to:

- a) acknowledge the growing demands on the APAC Region and the particular challenges for Pacific Island States in implementation of ICAO standards and recommended practices; and
- b) recommend, consistent with the recommendations of the AN-Conf/13, that ICAO give priority to appropriate resourcing of the APAC Regional Office in Bangkok to better support regional and State implementation of the Beijing Declaration and progress towards ICAO global targets; and help the region and States respond to the outcomes of the PSIDS Needs Analysis Study.

<i>Strategic Objectives:</i>	This working paper relates to the Safety and Air Navigation Capacity and Efficiency Strategic Objectives
<i>Financial implications:</i>	The activities referred to in this paper will be subject to the resources available in the 2020-2022 Regular ICAO Programme Budget and/or from extra budgetary contributions
<i>References:</i>	A39-WP/218 EX/84 Revision No. 1 AN-Conf/13-WP/76 Doc 10115, <i>Report of the Thirteenth Air Navigation Conference</i> Corrigenda Nos. 1 and 2, and Supplement No. 1

## 1. INTRODUCTION

1.1 The Asia Pacific (APAC) Region is the world's largest in terms of the total percentage of global traffic and covers vast airspace with 49 Flight Information Regions. The region has the largest (33%) share of world Available Seat Kilometres and traffic volumes are increasing at over 11 percent annually.

1.2 The APAC Region air traffic market is set to become the world's largest by 2022. It is therefore critical that the International Civil Aviation Organization (ICAO) ensures appropriate resourcing is provided to its APAC Regional Office and member States in APAC to ensure aviation safety, air navigation capacity and efficiency, security and facilitation, environmental protection, and economic development strategic objectives are met.

1.3 At the 39th Session of the ICAO Assembly in 2016, work was initiated to begin addressing the needs of the Pacific region, including a Pacific Small Island Developing States (PSIDS) Needs Analysis Study due to report in September 2019.

1.4 In February 2018, the Asia-Pacific Ministerial Conference on Civil Aviation adopted the Beijing Declaration, an important milestone for aviation in the APAC Region. This Declaration demonstrates a regional commitment to ICAO's *No Country Left Behind* initiative and set an ambitious, timetable to address regional aviation safety, air navigation and human resource requirements consistent with ICAO's strategic objectives.

1.5 The 13th Air Navigation Conference (AN-Conf/13) in October 2018 also called on ICAO to strengthen ongoing engagement within the region and support APAC in the implementation of the Beijing Declaration and progress towards ICAO global targets.

1.6 This paper calls on the Assembly to prioritise implementation of the recommendations of the AN-Conf/13, which will not only assist with regional and member State progression of the Beijing Declaration, but also help with regional and individual State responses to the PSIDS Needs Analysis Study.

## 2. DISCUSSION

### 2.1 Critical Role of the APAC Regional Office

2.1.1 ICAO's Regional Office network has become a core pathway for ICAO to assist member States to achieve safe, secure and efficient conduct of air transport.

2.1.2 Regional Offices promote global harmonization by overseeing and assisting the effective implementation of ICAO's five Strategic Objectives through coordinating assistance and capacity building efforts for States in their respective regions.

2.1.3 The APAC Regional Office based in Bangkok covers a diverse region of 39 Member States, two Special Administrative Regions of China and 13 other Territories, comprising 40 Civil Aviation Authorities, 42 Air Navigation Service Providers and vast oceanic airspace over 49 Flight Information Regions.

2.1.4 The APAC Region is home to 60 per cent of the world's population – some 4.3 billion people. It also includes both the world's most populous countries and is home to some States with the smallest populations.

2.1.5 Strengthening the capability, responsibility and accountability of the APAC Regional Office will improve safety, air navigation and security coordination at regional and national levels.

2.1.6 Consistent with the need for appropriate resourcing of the APAC Regional Office, and following a decision of the Council that Regional Office resourcing needed to be reviewed holistically to ensure Regional Offices can provide support to their accredited Member States (C-DEC 216/4), the budget proposal presented to this Assembly for approval (A40-WP/34 AD/5) replaces previously fixed allocations across Strategic Objectives with a more responsive allocation based on Regional Offices' requests for resources. This decision acknowledges the importance of ICAO's regional support structure and the critical role played by the APAC Regional Office, and indeed all the other Regional Offices around the world.

## **2.2 No Country (or Region) Left Behind – Aviation as a Driver of Economic Development**

2.2.1 Regional and national trade and tourism rely on safe, secure and reliable aviation services.

2.2.2 The Beijing Declaration promotes cooperation and assistance between APAC Member States, and seeks to elevate aviation safety and air navigation priorities of all States in the region, acknowledging that aviation helps underpin regional and national economic development and connectivity.

2.2.3 Maintaining the momentum that laid the foundation for the Beijing Declaration, which is due for review in 2020, is important. While the APAC Regional Office has taken action to coordinate and assist commencement of the implementation of the Beijing Declaration, many of the commitments in the declaration, including those covering safety and air navigation, will challenge many States in the region.

2.2.4 Key challenges are also being created in the region by rapid growth in passenger and freight demand requiring more skilled personnel, better air traffic management, and investment in new, and the maintenance of existing, aircraft and airport infrastructure.

2.2.5 This is particularly the case for many of the PSIDS with small populations spread across remote areas, challenged by geographic isolation and competing pressures on limited financial and human resources.

2.2.6 The ICAO PSIDS Needs Analysis Study sheds light on the nature and extent of the challenges faced by 14 Pacific States, with a view to identifying practical and sustainable measures to help States address their needs and target donor efforts. Like the Beijing Declaration, maintaining the momentum and goodwill fostered by ICAO during the PSIDS Needs Analysis Study will require strong collaboration and appropriate, ongoing resources from ICAO to effect real change in the region.

2.2.7 In this regard, priority needs to be given by ICAO to the appropriate resourcing of the APAC Regional Office in Bangkok, enabling it to better coordinate, monitor and report on implementation by States of the Beijing Declaration and progress towards achieving ICAO's global

targets. The APAC Regional Office should also assist with facilitating appropriate regional and State responses to the report of the PSIDS Needs Analysis Study due in September 2019.

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