

**60TH CONFERENCE OF
DIRECTORS GENERAL OF CIVIL AVIATION
ASIA AND PACIFIC REGIONS**

*Sendai, Japan
28 July 2025 – 1 August 2025*

**AGENDA ITEM 6: ECONOMIC DEVELOPMENT OF
AIR TRANSPORT**

**DRIVING AIR TRANSPORT DEVELOPMENT IN APAC
THROUGH STRATEGIC DATA REPORTING**

(Presented by ICAO)

SUMMARY

This discussion paper highlights the obligation of States to submit timely air transport data, use ICAO Data Dashboards, and nominate State Focal Points. It discusses the initiative to develop Country Files for APAC States and emphasizes the importance of air transport development, referencing the Chicago Convention and ICAO Documents 7300, 8991, 9060, and 9626. The paper underscores the role of States in fostering transparency and accountability through regular reporting and adherence to international standards.

DRIVING AIR TRANSPORT DEVELOPMENT IN APAC THROUGH STRATEGIC DATA REPORTING

1. INTRODUCTION

- 1.1 The 60th DGCA Conference presents a pivotal opportunity to address critical aspects of economic development within the aviation sector. This discussion paper emphasizes the obligation of States to ensure timely and regular submission of required air transport data in a prescribed format.
- 1.2 The utilization of ICAO Data Dashboards and the nomination of State Focal Points are essential components in achieving this goal. regular reporting of air transport development by States, including updates at DGCA conferences and meetings, is crucial to foster transparency and progress within the sector.

2. DISCUSSION

2.1 Importance of Air Transport Development

2.1.1 Air transport development is crucial for fostering global connectivity, economic growth, and international cooperation. The Convention on International Civil Aviation, commonly known as the Chicago Convention, underscores the significance of developing international civil aviation in a safe and orderly manner to promote peace and understanding among nations. Specifically, Article 44 of the Chicago Convention highlights the objectives of ICAO, which include ensuring the safe and orderly growth of international civil aviation, promoting the design and operation of aircraft for peaceful purposes, and encouraging the development of airways, airports, and air navigation facilities. These principles are detailed in ICAO Document 7300, which serves as the foundational text for international civil aviation regulations.

2.1.2 Furthermore, ICAO Document 9626, the Manual on the Regulation of International Air Transport, provides comprehensive guidance on international air transport regulation and liberalization. By adhering to these articles, States can contribute to a more integrated and prosperous global aviation landscape, facilitating the movement of people and goods, and supporting sustainable economic development.

2.1.3 ICAO Doc 8991 - Manual on Air Traffic Forecasting plays a pivotal role in the planning process of States, airports, airlines, engine and airframe manufacturers, suppliers, air navigation service providers and other relevant organizations. It provides standardized methodologies for forecasting air traffic demand over short, medium, and long-term horizons. By incorporating these forecasting techniques into national data reporting systems, States can better anticipate future trends in passenger and cargo traffic, enabling more informed decisions regarding infrastructure development, route planning, and investment prioritization. The integration of Doc 8991 methodologies ensures that forecasts are consistent, comparable, and aligned with global best practices, thereby improving the reliability of regional and global aviation planning. Furthermore, these forecasts support environmental assessments, workforce planning, and economic evaluations, making them an essential component of comprehensive air transport development strategies. Leveraging Doc 8991 in conjunction with ICAO's data dashboards empowers States to transform raw data into actionable insights.

2.1.4 Since 1948, ICAO is recognised by the United Nations as *“the central agency responsible for the collection, analysis, publication, standardisation, improvement and dissemination of statistics within its special sphere.”* In line with this mandate, Article 67 of the Chicago Convention obliges Contracting States to ensure that their international airlines submit traffic, cost, and financial reports to the Council. To support this obligation, ICAO Doc 9060-Reference Manual on

the ICAO Statistics Programme, provides internationally recognised standards and practical guidance for compiling and reporting civil aviation statistics. It serves as a key reference for ICAO's reporting requirements, offering comprehensive instructions on completing the Air Transport Reporting Forms. These statistics supply the traffic exposure data needed to derive trend indicators related to safety, efficiency and environmental protection, which are essential for managing the sustainable development of civil aviation.

2.2 Initiative for Country Profiles

2.2.1 There is an initiative within the ICAO to develop individual Country Profiles for the APAC States. The information gathered through regular feedback from States on their air transport developments will be integral to these Country Files. Such developments may include new rules and policies, planning and implementation of air transport infrastructure like airports and aviation training facilities, the startup of new airlines and Approved Maintenance Organizations, fleet expansion and modernization,

2.2.2 Next Generation Aviation Professional (NGAP) forecasting, revisions to air transport tariffs and fee structures, air services negotiations, major State policy changes, and environmental regulations. These comprehensive Country Profiles will provide a detailed overview of each State's aviation landscape, facilitating better planning and coordination at regional and global levels

2.3 States' Contributions and Obligations

2.3.1 States play a pivotal role in the development and regulation of international air transport. Their contributions are essential in ensuring the safe, efficient, and sustainable growth of the aviation sector. According to Article 67 of the Chicago Convention, States are obligated to provide timely and accurate economic data related to air transport, which is crucial for informed decision-making and policy development.

2.3.2 The importance of regular reporting cannot be overstated, as it fosters transparency and accountability within the global aviation community. Additionally, States are responsible for implementing and adhering to international standards and practices as outlined by ICAO, including the development of air transport infrastructure, the establishment of regulatory frameworks, and the promotion of environmental sustainability.

2.3.3 In order to facilitate the timely communication of ICAO with the States/Administrations on matters relating to air transport, ICAO issued a State Letter inviting States/Administration to nominate a focal point. Many of the States/Administrations have nominated such focal points and shared the relevant information with ICAO. However, 9 States/Administrations have not yet nominated such focal points. Moreover, ICAO has experienced challenges for timely and efficient communication with the air transport focal points.

2.3.4 In addition, ICAO issued States Letter ref. EC 7/1.7 – 22/67 dated 5 July 2022 Subject: Access to new ICAO Aviation Data Analytics Dashboards encourage States/Administrations to notify ICAO of focal point to access new ICAO Data Analytics Dashboards. This dashboard is as part of its digital transformation and the implementation of electronic data management and business intelligence, has developed advanced dashboards for monitoring and assessing key trends in air transport. The ICAO dashboards encompass a wide array of analytics ranging from operations to financials, including evolution of passenger and cargo traffic, aircraft fleet usage, traffic by Flight Information Region (FIR), and revenue impact on airlines, airports and air navigation services providers (ANSPs). The first group of dashboards launched are for COVID-19 Pandemic Traffic Data Analysis. These dashboards are new, additional and complementary to other existing ICAO data platforms.

2.4 In 2023, refer to ICAO World of Air Transport report, Asia and Pacific region account for around 32% of global air traffic. Taking into account the impact of the sector's supply chain, wages and tourism made possible by air travel, aviation supported 42 million direct jobs and contributed US\$ 890 billion to the region's GDP in 2023, a figure expected to grow by 5.1 per cent

annually over the next two decades. Direct employment is forecast to grow by 1.7 per cent annually (4.3 million to 6.1 million) between 2023 and 2043. By 2043, air transport and tourism combined will support 62 million jobs, a 47.1 per cent increase over 2023, and contribute US\$ 2.3 trillion to GDP, a 157 per cent increase over the same period. The economic development of a region can be accelerated through the optimum develop of aviation sector in the region. This can be supported through the focused attention in the air transport sector through the realistic data collection of individual State as a country profile.

2.4.1 All ICAO data platforms are planned for future review under the digital transformation electronic data management and business intelligence project. As agreed at the Eleventh Session of the Statistics Division (STA/11) held in April 2022, the dashboards are being made available to all ICAO Member States through an exclusive license. Hence, if not to do so, States/Administration to submit their focal points for ICAO Aviation Data Analytics dashboards. By fulfilling these obligations, States contribute to a cohesive and well-functioning global aviation system that supports economic development, enhances connectivity, and fosters international cooperation.

3. ACTION BY THE CONFERENCE

3.1 The Conference is invited to:

- a) Urge the States/Administrations to nominate a common focal point for matters related to air transport and data analysis.
- b) Urge States/Administration to ensure the timely and regular submission of required air transport data in a prescribed format.
- c) Support the initiative of ICAO APAC regional office to develop individual Country Profile with adequate data on air transport developments; and
- d) Encourage States to develop and adopt a national aviation strategy that aligns with ICAO's Strategic Objectives and new Long term Strategic Plan 2026 -2050 to achieve ICAO's three essential aspirations of zero fatalities, net-zero emissions and a connected world.

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