



WORKING PAPER

THIRTEENTH AIR NAVIGATION CONFERENCE

Montréal, Canada, 9 to 19 October 2018

COMMITTEE B

Agenda Item 7: Operational safety risks
7.3: Other implementation issues

**INCREASED PRIORITY GIVEN TO ICAO FOCUS AND RESOURCING IN THE ASIA
PACIFIC REGION**

(Presented by Australia and co-sponsored by Cook Islands, Fiji, Kiribati,
Lao People's Democratic Republic, Marshall Islands, Nepal, New Zealand,
Papua New Guinea, Republic of Korea, Samoa, Singapore, and Timor Leste)

EXECUTIVE SUMMARY

This paper discusses the challenges and resource constraints faced by the Asia Pacific Region and calls for ICAO to support greater engagement with all States in the region.

Action: The Conference is invited to agree to the recommendation in paragraph 3.1

1. INTRODUCTION

1.1 As affirmed in the Beijing Declaration made at the inaugural Asia Pacific Ministerial Conference on Civil Aviation, held in February 2018, the Asia and Pacific (APAC) Region has become the world's largest aviation region in terms of available seat-kilometres, generates the world's second largest share of international revenue passenger-kilometres, and will continue to grow.

1.2 This growth, as predicted by the International Air Transport Association (IATA) and aircraft manufacturers, puts additional pressure on aviation infrastructure, regulatory systems and safety oversight to maintain current aviation standards.

1.3 The Beijing Declaration also recognised that the region is diverse in terms capacity and civil aviation development as measured by ICAO's Effective Implementation (EI) Scores with both some of the highest and lowest State EI Scores existing within the region, underscoring the need for stronger regional cooperation, partnerships and engagement. There are currently twenty States sitting below the global target of 65 per cent as set out in the *Global Aviation Safety Plan* (GASP, Doc 10004).

2. DISCUSSION

2.1 The ICAO APAC Regional Office in Bangkok, established in 1948, is accredited to thirty-nine Contracting States and maintains liaison with two Special Administrative Regions of China and thirteen other territories. This is the second largest number of contracting States, behind the European and North Atlantic (EUR/NAT) ICAO Regional Office, and significantly more than other regional offices.

2.2 The APAC Office is responsible for States from Afghanistan to Kiribati from the west to the east and Mongolia to New Zealand from the north to the south, across half the world's time zones. This immense distance is compounded with limited connectivity, particularly in the Pacific States, affecting the ability of ICAO staff to connect with the region.

2.3 This geographical spread also limits the ability of regional States to attend events through both cost of travel and time lost in travelling to attend meetings. With a large number of developing States, including Small Island Developing States (SIDS), this provides additional challenges in sharing best practice, cooperation and collaboration in pursuit of ICAO's global goals.

2.4 Recent examples include the Regional Aviation Safety Group (RASG) meeting held in Thailand in July 2017, which only sixteen of thirty-nine APAC contracting States attended. The APAC Air Navigation Planning and Implementation Regional Group (APAN PIRG) held in September 2017 was attended by twenty five of thirty-nine APAC States. Seven states could not attend the significant 54th Conference of the APAC Director Generals of Civil Aviation, held in Mongolia in August 2017, and these were largely SIDS.

2.5 Funding for staff at the ICAO APAC Regional Office in Bangkok, in particular the APAC travel budget, is somewhat under represented compared to other regional offices. This could be attributed to the challenge and expense of engaging with States on No Country Left Behind (NCLB) initiatives and programs in an region which is geographically diverse and where flights to some States only occur on particular days.

2.6 As a consequence, Secretariat support for regional mechanisms is limited. This impedes the flow of benefits through reporting and information sharing and, reduced ability for the regional office to maintain close relationships with all States, including operational awareness. This impacts on their ability to provide specific guidance and support to a State on ICAO compliance programmes including the Universal Safety Oversight Programme (USOAP) and the Universal Security Audit Programme (USAP).

2.7 The APAC Region is further disadvantaged through routine and equal distribution of programs and events by ICAO Headquarters. as such activities including USOAP audits and assessments would be spread between comparatively more States than in other ICAO regions. Further, as noted above, training or information sessions which are limited to a per region basis, will inherently disadvantage APAC States due to travel distances and those State's ability to meet the cost of travel. As such, consideration should be given to more resources and budget to enable planned activities to be carried out effectively in the Asia Pacific region, taking into account the distances..

2.8 It is important to note that the APAC Regional Office conducts a range of technical assistance activities for capability and capacity which includes: combined action team missions, missions that are under the regular programme budget, and missions on cost recovery. However, deeper and more frequent engagement by ICAO will need to occur for the region to meet the Beijing Declaration's commitment to obtain EI Scores that are higher or equal to the current global average by 2022.

3. **CONCLUSION**

3.1 In the light of above, the Conference is invited to agree to the following recommendation:

Recommendation 7.3/xx – Increased priority given to Asia Pacific resourcing

That the Conference:

- a) support the Asia Pacific (APAC) Region in the implementation of the Beijing Declaration and progress towards ICAO global targets; and
- b) request that ICAO incorporate at the next Assembly, an increase in budget and resources for the APAC Regional Office to strengthen its ongoing engagement with the APAC Region.

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