



WORKING PAPER

**SEVENTH WORLDWIDE AIR TRANSPORT CONFERENCE
(ATCONF/7)**

Montréal, HQ, 16 to 20 November 2026

Agenda Item 1: Overview of developments in the field of air transport

1.2: Air transport in ICAO's long term strategic plan: Accelerating aviation towards 2050

**ENHANCING THE RECOVERY AND SUSTAINABILITY OF THE
CIVIL AVIATION SECTOR IN STATES AFFECTED BY CONFLICTS
AND WARS**

(Presented by Sudan)

EXECUTIVE SUMMARY

This paper examines the economic effects of conflicts and wars on the civil aviation sector, including reduced revenues, disrupted infrastructure, higher operating and insurance costs, and numerous other adverse effects. It also emphasizes the importance of a more effective role for the International Civil Aviation Organization (ICAO) to play, in cooperation with regional organizations and international partners, in supporting recovery efforts through technical assistance, capacity building and ensuring access to the financing needed to rehabilitate civil aviation facilities and strengthen the sector's resilience and sustainability, in line with ICAO's *No Country Left Behind* strategic goal.

Action: The conference is invited to:

- a) note the contents of this paper;
- b) endorse the recommendations contained herein; and
- c) invite ICAO Council and the Secretariat to examine mechanisms for supporting States affected by conflicts and wars, including through enhanced technical assistance and capacity building and by making available adequate financing for the recovery of the civil aviation sector.

Strategic Goals:

This working paper relates to Strategic Goal: *The Economic Development of Air Transport Assures the Delivery of Economic Prosperity and Societal Well-Being for All; Every Flight Is Safe and Secure; Aviation Delivers Seamless, Accessible, and Reliable Mobility For All; Aviation Is Environmentally Sustainable; and No Country Left Behind.*

Financial implications:

Adoption of this paper entails no direct financial obligations on the ICAO budget. Implementation of its recommendations would, however, require strengthening technical assistance programmes, mobilizing financial resources and facilitating access to grants and concessional loans, in coordination with international and regional

¹ Arabic version provided by Sudan.

	financial institutions, to support the rehabilitation of civil aviation infrastructure and capacity building in States affected by wars and conflicts.
<i>References:</i>	<i>Convention on International Civil Aviation</i> (Chicago Convention, 1944) ICAO Strategic Plan 2026-2050 Relevant ICAO documents, policies and guidance on support provided to States, capacity building and technical cooperation

1. INTRODUCTION

1.1 Civil aviation is among the sectors most affected by conflicts and wars since it depends on operation continuity, infrastructure integrity and the freedom to use airspace. Conflicts lead to airspace closures, airport disruptions, increased operating and insurance costs, and reduced passenger and cargo traffic, adversely affecting the sector's economic sustainability. Escalating challenges highlight the need for a more effective international framework to support affected States, combining technical assistance, capacity building and sustainable financing mechanisms, thereby strengthening the continuity of air transport services and supporting economic recovery.

2. DISCUSSION

2.1 The civil aviation industry is a fundamental pillar of global economic development. Conflicts and wars, however, have direct and indirect economic repercussions, that include:

- a) closure or restricted use of airspace, resulting in longer flight times and increased fuel consumption;
- b) higher insurance, operating and maintenance costs;
- c) increased expenditure on security measures;
- d) damage to airports and air navigation facilities and reduced operational capacity;
- e) difficulty evacuating civilians when wars and conflicts break out;
- f) obstruction of the delivery of humanitarian assistance;
- g) losses to airlines due to the suspension or reduction of flights;
- h) airspace closures in conflict-affected areas, which may have an impact at the regional level;
- i) declining passenger and cargo traffic and reduced revenues for civil aviation authorities, airports, airlines and air navigation service providers;
- j) disruption of supply chains and logistics services; and
- k) loss of national expertise and increased training and retraining costs.

2.2 Such challenges underscore the need for the International Civil Aviation Organization (ICAO) to develop an international mechanism to coordinate technical and economic support for affected States, while strengthening the role of regional organizations in implementing recovery and capacity-building programmes and coordinating support among Member States.

2.3 Recovery of the Aviation Sector in the Sudan

2.3.1 Despite the significant challenges triggered by the conflict, tangible signs of recovery have begun to emerge in the civil aviation sector in the Sudan. Scheduled international and domestic air flights have been resumed through Khartoum, Port Sudan, Kassala and Dongola airports, alongside the reopening of portions of Sudanese airspace and the gradual restoration of air navigation services. National airlines have also resumed their regular operations, and a number of international airlines have returned to the Sudanese air transport market, including Ethiopian Airlines, SalamAir of Oman, Turkish Airlines, Qatar Airways and EgyptAir.

2.3.2 These developments constitute positive indicators of the gradual restoration of confidence in the Sudanese civil aviation system and reaffirm the pivotal role of the aviation sector in reconnecting the Sudan with regional and international networks, facilitating trade and humanitarian assistance, and creating favorable conditions for reconstruction and sustainable economic recovery.

2.3.3 In this context, the Sudan calls upon ICAO to strengthen its support for conflict-affected States through the establishment of an integrated international framework for the recovery and rebuilding of the civil aviation sector; the mobilization of technical and financial resources in cooperation with international financial institutions and development partners; the provision of technical assistance and capacity-building; the undertaking of need-assessment missions; support for the rehabilitation of airport infrastructure and air navigation services; and the promotion of digital transformation, thereby ensuring the restoration of safe, orderly and sustainable operations. The Sudan also calls for the establishment, within ICAO, of a sustainable international mechanism to coordinate recovery efforts, mobilize funding and monitor the implementation of reconstruction programmes, in a manner consistent with the Sustainable Development Goals and the *No Country Left Behind* strategic goal, and in such a way as to enhance civil aviation resilience in the face of future crises.

3. RECOMMENDATIONS

3.1 Sudan recommends that ICAO, in cooperation with its Regional Offices and regional organizations:

- a) expand training and capacity-building programmes for States affected by conflicts;
- b) support the rebuilding of institutional and technical capacities of civil aviation authorities affected by conflicts and wars;
- c) facilitate access to financing, grants and concessional loans with a view to rehabilitating civil aviation infrastructure;
- d) include civil aviation sector recovery programmes in regional organizations work plans; and
- e) establish an ICAO international mechanism to coordinate technical and economic support for States affected by conflicts and wars, thereby enhancing the sustainability of air transport.

4. CONCLUSION

4.1 Conflicts and wars pose a major challenge to the sustainability of the civil aviation sector, and affected States cannot address their consequences alone. Strengthening international cooperation, mobilizing resources and developing sustainable mechanisms for technical and economic support, under the auspices of ICAO, are, therefore, essential to ensuring the sector's recovery, maintaining the continuity of air transport services and achieving ICAO's Sustainable Development and *No Country Left Behind* Goals.

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