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ASSEMBLY — 39TH SESSION

PLENARY

Agenda Item 5: Election of Member States to be Represented on the Council

CANDIDATURE OF THE REPUBLIC OF SINGAPORE

(Presented by Singapore)

EXECUTIVE SUMMARY

This paper presents Singapore's candidature for re-election as a Member of the Council of ICAO, under Part II, and seeks the support of all ICAO Member States.

<i>Strategic Objectives:</i>	This working paper relates to all Strategic Objectives
<i>Financial implications:</i>	None
<i>References:</i>	A39-WP/2, <i>Supporting Documentation for the Election of Member States to be Represented on the Council</i>

1. SINGAPORE: 50 YEARS IN ICAO

1.1 Singapore celebrates a milestone in our aviation history this year: 50 years as an ICAO Member State. Through the years, we have benefitted from ICAO's global framework for international civil aviation – a collective commitment of Member States to principles and arrangements for international civil aviation to be developed in a safe and orderly manner, and for international air transport services to be established on the basis of equality of opportunity, and to be operated soundly and economically. These ICAO principles have been particularly beneficial to small island States such as Singapore, ensuring our physical and economic connectivity to the rest of the world.

1.2 Progress in Singapore's aviation sector has closely mirrored developments in the Asia and Pacific region. Singapore's Changi Airport has grown to become the world's 7th busiest international airport, handling over 55 million passengers and 1.8 million tonnes of air cargo annually. We are privileged to provide safe and efficient air traffic services that facilitate over 600,000 annual aircraft movements in the Singapore Flight Information Region (FIR). All this has been underpinned by our liberal air transport policy. With over 130 air services agreements of which 60 are open skies

agreements, Singapore is connected to some 330 cities in 70 countries and territories by over 100 airlines, including Singapore Airlines.

1.3 Singapore's aviation hub has grown and matured into a comprehensive and integrated aviation ecosystem, anchored by future-ready Singapore Changi Airport, whose annual passenger handling capacity is being expanded from 66 million to 135 million by 2030. There are over 200 multinational aviation companies, professional organizations, aircraft and engine manufacturers, and a strong research community, in Singapore, including SIA Engineering Company, Singapore Technologies Aerospace, the International Air Transport Association (IATA), and the Civil Air Navigation Services Organisation (CANSO).

2. OUR COMMITMENT TO AVIATION'S FUTURE

2.1 A strong believer in the power of aviation to transform economies and societies, Singapore participates actively in efforts to advance international aviation, contributing resources and expertise to help ICAO Member States address challenges and capitalize on opportunities. Singapore strongly supports ICAO's "No Country Left Behind" initiative, which aims to bring the benefits of aviation to all. As an ICAO Member State since 1966, and a member of the ICAO Council since 2003, as well as of the Air Navigation Commission since 2005, we remain committed to working with ICAO and fellow Member States to advance ICAO's vision for the sustainable growth of civil aviation.

2.2 Towards the same goal, Singapore experts participate in over 110 ICAO expert groups and are seconded to the ICAO Secretariat in Montreal and the Asia and Pacific Regional Office in Bangkok to help shape international standards in areas ranging from aviation safety, aviation security, airport operations, and air traffic management, to environmental protection, air law, and aviation medicine. Our industry leaders and professionals also participate in global platforms, such as Changi Airport Group's representation on the World Governing Board of Airports Council International, and Singapore Airlines' representation on the IATA Board of Governors, and leadership roles in bodies such as the International Federation of Air Line Pilots' Associations (IFALPA).

3. BUILDING GENERATIONS OF AVIATION PROFESSIONALS

3.1 Singapore is a firm advocate of human capital development and knowledge exchange, having experienced the significant contribution of people and talent in our civil aviation development. We believe that the open sharing of knowledge and experiences is critical to the progress of aviation.

3.2 The Singapore Aviation Academy (SAA) is privileged to support ICAO Member States and the global aviation community to build current and future generations of aviation professionals, having trained over 90,000 professionals from 200 countries and territories since 1958. A recipient of the 34th ICAO Edward Warner Award in 2000 and among the first training centres in the world to be designated an ICAO Regional Training Centre of Excellence in 2014, the SAA strives to remain relevant to and provide for the needs of the dynamic industry and to foster interaction amongst professionals from around the world to enhance learning. For greater access to the SAA programmes, the Singapore Government has awarded more than 6,000 fellowships over the past 20 years for professionals from developing countries to pursue skills and competency upgrading in Singapore, and will continue to do so. These fellowships are awarded to professionals across all regions through partnerships with ICAO, regional Civil Aviation Commissions, and individual States.

3.3 Singapore also serves as a nexus for knowledge exchange and thought leadership, providing platforms for active dialogue among aviation leaders and professionals on challenges and issues facing aviation. Through regular forums such as the biennial Singapore Airshow Aviation

Leadership Summit and the World Civil Aviation Chief Executives Forum, Singapore is privileged to be one of the meeting points for great aviation minds from around the world to share new ideas and new ways to meet future challenges and opportunities.

4. ENABLING SAFE AND EFFICIENT AIR TRAFFIC MANAGEMENT

4.1 In an increasingly complex operating environment, the pursuit of safety and efficiency in air travel requires increasingly innovative solutions and cross-boundary partnerships. Singapore supports and helps drive efforts to deliver seamless and harmonized global air traffic management (ATM) arrangements.

4.2 Singapore is honoured to lead in the Air Traffic Management (ATM) and Communications, Navigation and Surveillance (CNS) subgroups of the ICAO Asia-Pacific Air Navigation Planning and Implementation Regional Work Group (APANPIRG), coordinating efforts in initiatives such as restructuring airways and enhancing safety monitoring in the Asia-Pacific region. Singapore also constantly looks for opportunities to collaborate with other States to enhance cross-border and regional ATM arrangements and capabilities. We are working with like-minded neighbouring States to extend surveillance coverage through the exchange of Automatic Dependent Surveillance-Broadcast (ADS-B) data to enable reduced aircraft-to-aircraft separation, and to introduce a new concept of Air Traffic Flow Management (ATFM) based on collaborative decision-making to optimize air traffic flow along major routes in the region.

4.3 Even as we take part in efforts to meet our immediate ATM needs, we believe we also need to look to the future. With an initial fund of SGD200 million backing the effort, Singapore's Centre of Excellence for ATM is taking shape, with the ATM Research Institute and MITRE Asia Pacific Singapore launched in August 2015, and a range of ATM research and development projects with several partners from around the world. We envision a vibrant community of research institutes, think-tanks, industry partners, and other aviation stakeholders coming together to conduct a wide range of transformative ATM research and development for the region. This will contribute to the achievement of the ICAO Global Air Navigation Plan.

5. COLLABORATING FOR ROBUST AVIATION SAFETY AND SECURITY

5.1 Safety and security being the foundation of and paramount to international aviation, Singapore has devoted considerable efforts and resources to maintain a robust safety oversight system and aviation security regime. Singapore achieved a USOAP Effective Implementation Rate of 98.45% in 2010, and went through a USAP audit in 2012 without any findings. Singapore has been sharing our safety experience and contributing to improving safety programmes at various ICAO expert groups. We also participate in capacity-building efforts, providing technical assistance to States, such as under the Cooperative Development of Operational Safety and Continuing Airworthiness Programme-Southeast Asia (COSCAP-SEA), in flight operations, airworthiness, safety management, and audit procedures.

5.2 Singapore is honoured to have served as Chair of the ICAO Aviation Security Panel from 2011 to 2015, and to have chaired the groups that developed the *ICAO Comprehensive Aviation Security Strategy 2011-2016* which articulated ICAO's key focus areas in aviation security, and new standards for air cargo and mail security. Regionally, we participate in capacity-building efforts through the Cooperative Aviation Security Programme-Asia Pacific (CASP-AP) and the Regional Aviation Security Forum (RASCF), to help States to strengthen compliance with ICAO's Standards and Recommended Practices (SARPs). Looking ahead, Singapore is actively contributing to efforts to address new and emerging threats and opportunities, through initiatives such as the International Civil Aviation Cyber-Security Conference organized in partnership with ICAO and IATA, and ICAO's

effort to develop a harmonized approach to security with respect to remotely piloted aircraft systems (RPAS).

6. FACILITATING A GLOBAL APPROACH TO INTERNATIONAL AVIATION EMISSIONS

6.1 Climate change is a global issue affecting the entire aviation community, and therefore one that needs a global solution. Singapore affirms and supports ICAO's leadership in addressing this challenge to secure a sustainable future for our industry. Heeding calls, Singapore is honoured to have chaired the ICAO Council Environmental Advisory Group to facilitate discussions on options for a global market-based measure (MBM) scheme for international aviation emissions.

6.2 At the national level, Singapore has continually updated its State Action Plans, incorporating technical and operational measures taken by the Civil Aviation Authority of Singapore as the air navigation service provider for the Singapore FIR, and by Singapore air operators, to contribute to the global goal of annual fuel efficiency improvement of 2%. As a pioneer member of the Asia and Pacific Initiative to Reduce Emissions (ASPIRE), Singapore keenly participates in its initiatives aimed at reducing international aviation emissions through greater air navigation efficiency. For instance, Singapore provides the required facilitation to flights on 11 ASPIRE City Pairs to reduce emissions on a daily basis.

7. CANDIDATURE TO THE ICAO COUNCIL, UNDER PART II

7.1 The civil aviation development journey for Singapore continues to be meaningful and enriching. We have benefitted from the ICAO framework for international aviation, and are in turn privileged to contribute to the growth of the industry, and to the modernisation of air traffic management, human capital development, and capacity-building, in order to provide a sustainable aviation sector for future generations.

7.2 Our membership of the ICAO Council has deeply impressed upon us the responsibility of all States to bring the benefits of aviation to our peoples. We affirm ICAO's vision of safe, secure, and sustainable aviation for all. We would be honoured to continue contributing as an ICAO Council Member, and would deeply appreciate the support of ICAO Member States for Singapore's candidature for re-election to the Council of ICAO, in Part II, at the 39th Session of the ICAO Assembly.

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