



WORKING PAPER

ASSEMBLY — 41ST SESSION

EXECUTIVE COMMITTEE

Agenda Item 21: United Nations 2030 Agenda - Sustainable Developments Goals (SDGs)

REQUIRING GUIDANCE FOR NATIONAL AVIATION POLICY (NAP) OR CIVIL AVIATION MASTER PLANNING (CAMP)

(Presented by Bangladesh)

EXECUTIVE SUMMARY

This paper highlights the need for guidance material on National Aviation Policy (NAP) or Civil Aviation Master Planning (CAMP). Article 44 of the Convention on International Civil Aviation Organization (ICAO) requires Member States to foster the planning and development of the international air transport system.

This paper also highlights the need for appropriate webinars, workshops and training for the key aviation personnel so as to attain their required competencies to develop, implement, and update a NAP or CAMP in accordance with the relevant ICAO provisions.

To assist the Member States in the development and implementation process of National Aviation Policy or CAMP simultaneously, we as a Member State believe that more policy guidance and implementation support should be forthcoming.

Action: The Assembly is invited to:

- a) encourage ICAO to develop guidance material on National Aviation Policy (NAP) or Civil Aviation Master Planning (CAMP);
- b) encourage ICAO to provide assistance to States, as required, through global and regional webinars, workshops and training to enhance their capacity building in developing and implementing the CAMP under the NCLB initiative; and
- c) request ICAO to analyse the information contained in this paper and to deliberate on this issue.

<i>Strategic Objectives:</i>	This working paper relates to all Strategic Objectives.
<i>Financial implications:</i>	No additional resources are required
<i>References:</i>	Doc 10140, <i>Assembly Resolutions in Force (as of 4 October 2019)</i> Doc 9587, <i>Policy and Guidance Material on the Economic Regulation of International Air Transport</i> Doc 9626, <i>Manual on the Regulation of International Air Transport</i> Doc 8632, <i>ICAO's Policies on Taxation in the Field of International Air Transport</i>

1. INTRODUCTION

1.1 Air transport is an essential service industry for the development of a modern economy. The increased connectivity that aviation delivers should lead States to further reinvest in this sector. States' long-term economic development, which outlines appropriate planning and investment commitments, depends on a healthy cycle of aviation development and economic prosperity.

1.2 The COVID-19 pandemic has imposed an enormous human, social, and financial toll on the world and particularly on civil aviation activities. The pandemic has led to restrictions on air travel, which has impacted the national hospitality and tourism sectors severely.

1.3 Civil Aviation Master Planning (CAMP) will effectively support developing States to recover from the pandemic and build a more resilient aviation system for future growth. The International Civil Aviation Organization (ICAO) forecasts that traffic levels will return to 2019 levels no sooner than 2022, and possibly as late as 2024.

1.4 The CAMP is critical to ensuring a State is ready to revitalize its aviation sector in the wake of the COVID-19 pandemic. To meet the needs of Member States for developing or updating their master plans for aviation, it is now imperative for all Member States to undertake ICAO training/workshops on civil aviation master planning.

1.5 The General Assembly has adopted ICAO Assembly Resolution A39-15 calling on Member States to ensure that international air transport services are developed in an orderly, regular, efficient, economical, harmonious and sustainable manner. The Resolution also calls for user charges to recover the costs of airport and air navigation services functions to be reasonable and cost-effective.

2. DISCUSSION

2.1 Air transportation is so important for both economic and social development. In this regard, a comprehensive policy is needed to ensure that transportation investments produce the desired outcome and effectively prioritize the allocation of funds and resources for aviation projects.

2.2 The State's National Aviation Policy (NAP) is the base for providing guidelines for the National Transport Policy. It has to be universal in nature to attract wider investment, which may ultimately influence the National Development Plan. Thereby, NAP is to be easily understood and comprehended by all stakeholders aiming to achieve desirable socio-economic development within and beyond the State.

2.3 The State's National Aviation Policy (NAP) should be in line with the Civil Aviation Master Planning (CAMP) in order to maximize economic and social benefits. The NAP can affect air traffic growth and the development of the air transport industry in that State, as well as neighbouring States. Access to markets may be controlled by bilateral air services agreements that regulate traffic flows between States.

2.4 The National Aviation Planning Framework (NAPF) for Member States must be in accordance with the current ICAO Strategic Objectives because they are related to the UN SDGs. The Framework should provide a means for coordinating, prioritizing and managing the development of a State's air transport system in a consistent and sustainable manner.

2.5 The State's NAPF should be a strategic approach necessary to enable sustainable growth of air transport at the State, regional and global levels. It provides a clear and comprehensive approach for the future development of the civil aviation sector. The framework should include air navigation capacity and efficiency, safety, security, security and air transport facilitation.

2.6 ICAO Global Aviation Safety Plan, Global Aviation Navigation Plan and Global Aviation Security Plan establish structures for global, regional and national planning processes. ICAO Member States are encouraged to develop and implement strategic plans, frameworks and/or programmes taking into consideration these Global Plans as part of their CAMP.

2.7 The State's NAPF should enable sustainable growth of air transport at the State, regional and global levels. It provides a clear and comprehensive approach for the future development of the civil aviation sector. Through the national aviation policy, the Framework should be linked to the State's national transportation policy.

3. CONCLUSION

3.1 Strategic planning for aviation is an inclusive process that should consider overall national planning objectives as well as those external to the State. Accordingly, the State's National Aviation Planning Framework should be linked to planning processes at the global, regional and State levels.

3.2 The components of the aviation system must be aligned to ensure sustainable improvements in air transport services. In order to improve the safety, security, facilitation, capacity, and efficiency of the State's air transport system, among other key performance areas, the CAMP streamlines the various fragmented plans into a coherent one.

3.3 The States should be committed to facilitating efficient clearance for arriving and departing aircraft, high-quality security, effective law enforcement and proficient customer service. As a State's National Civil Aviation Security Programme (NCASP) may contain highly-sensitive information, it may not be included as an element of the CAMP.

3.4 The importance of a State's safety and security cannot be underestimated as it is linked to the State's national transportation policy, which covers all relevant modes of transportation (e.g. air, road, rail and water) and is linked to State's National Development Plan. The National Aviation Planning Framework (NAPF) provides a clear and comprehensive approach for the future development of the civil aviation sector. This working paper presents Civil Aviation Master Planning (CAMP) as an important tool to understand the reasoning behind raising this paper.

