



**ASSEMBLY — 41ST 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, in 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>	Not applicable
<i>References:</i>	A41-WP/2, <i>Supporting Documentation for the Election of Member States to be represented on the Council</i>

**1. Contributing to advancing international aviation**

1.1 As an ICAO Member State since 1966, Singapore stands committed to ICAO's vision of safe, secure, efficient, and sustainable international civil aviation. Singapore is honoured to serve on the ICAO Council since 2003. We remain steadfast in contributing to the development and implementation of ICAO's policies and plans, and working with ICAO and fellow Member States to advance international aviation for the benefit of all.

1.2 Singapore has built a robust aviation ecosystem to provide the necessary facilities - infrastructure, capabilities, personnel and systems - for international aviation. Singapore Changi Airport is a key international hub, serving about 68 million passengers in 2019, with the main carrier Singapore Airlines, a world-class airline. The Singapore Air Navigation Services Provider (ANSP) managed over 740,000 aircraft movements in 2019 in the Singapore Flight Information Region, one of the busiest and most complex in the Asia-Pacific. Changi Airport, Singapore Airlines, and the Singapore ANSP continue to further develop their capacity to serve future international aviation needs.

1.3 As the aviation sector recovers from the COVID-19 pandemic and deals with the challenges on the path to restoration and growth, the ICAO framework remains central. Singapore will work

together with ICAO, fellow Member States and other stakeholders to rebuild a more resilient and sustainable civil aviation sector across the globe.

## **2. Recovering from the COVID crisis together**

2.1 In the early stages of the pandemic, Singapore, like many ICAO Member States, faced a stark and difficult trade-off between protecting public health and sustaining international aviation. Notwithstanding, we kept our international air hub open. Thousands of people stranded abroad were able to fly home via Singapore. Changi Airport was also the key hub facilitating rotation of ship-crew that supported critical international maritime supply chains. We also facilitated the movement of essential items and vaccines, including contributing to the development of ICAO's security guidelines for the efficient transshipment of COVID-19 vaccines through airports. Singapore also provided financial support and assistance to aviation companies to retain skilled manpower and preserve core capabilities.

2.2 To safely revive international air travel, Singapore pursued and implemented a range of measures. We also actively contributed to the work of the ICAO Council Aviation Recovery Task Force (CART); as founder-member, the aviation public health efforts of the Collaborative Arrangement for the Prevention and Management of Public Health Events in Civil Aviation (CAPSCA); the development of guidance materials and manuals for the safe recovery of global air travel; their implementation through the Asia-Pacific COVID-19 Contingency and Recovery Planning Group (ACCRPG); and as co-chair of the Flight Operations Panel, the development of Quick Reference Guides and guidance materials for the Targeted Exemptions system to address safety implications arising from COVID-19, as well as measures to enable air crew to continue operations. We reaffirmed our support for the commitments made at the ICAO High-Level Conference on COVID-19 (HLCC) in 2021 in rebuilding international aviation through collective action. Singapore is also sharing our experiences and best practices with States and industry on managing COVID-19, including practical policies and operational solutions developed with key stakeholders such as the public health authority.

2.3 Starting with Vaccinated Travel Lanes launched in October 2021, Singapore reopened our borders to all fully vaccinated travellers from April 2022, alongside many other States. As aviation recovery gathers momentum, it brings new challenges that need to be addressed. These include the uneven pace of recovery around the world, building capacity to meet demand, and ensuring aviation safety and security. Collaboration and support will be necessary for as smooth a return to pre-pandemic levels and further growth in air travel.

## **3. Nurturing aviation leaders and professionals of tomorrow**

3.1 Singapore remains committed and continues to provide aviation training opportunities to the ICAO and all ICAO Member States to equip their aviation workforce with the necessary knowledge, expertise and skills. Since 1958, some 150,000 aviation professionals at operational, managerial and leadership levels from over 200 States and territories have attended programmes conducted by the Singapore Aviation Academy (SAA), and more than 8,500 fellowships and scholarships have been awarded. Earlier this year, the Singapore-ICAO Developing Countries Training Programme (DCTP) was further extended for another three years. In recent years, the Academy has been renewing its curriculum and andragogy to cater to the new generation of aviation professionals and make its programmes more accessible, including through e-learning which also served to overcome COVID travel restrictions.

3.2 Singapore also provides various platforms to foster and facilitate the exchange of knowhow, experience and best practices among policy makers and industry leaders, enhancing mutual understanding and catalysing collaborations. In May 2022, Singapore hosted over a hundred aviation leaders from across the world at the inaugural Changi Aviation Summit. In response to the COVID-19 pandemic, Singapore has also worked with ICAO to develop a new Directors-General of Civil Aviation (DGCAs) Programme on Aviation Resilience. At the inaugural run of the programme, conducted in Singapore in May 2022 with over 40 DGCAs from various regions in attendance, attendees shared their experiences in working with partners from within and outside the aviation sector to restore the aviation industry and build resilience. More runs will follow.

3.3 Grateful for the assistance and training provided by other States that helped Singapore to develop our aviation sector, we will be pleased to continue to work with fellow ICAO Member States to support the development of their aviation workforce, and the nurturing of talent and leaders. This will extend to advances in concepts and technologies, innovation, sustainability, resilience, and synergy and collaboration.

#### **4. Collaborating on aviation safety and security**

4.1 Throughout the pandemic, Singapore remains resolute in ensuring safe, secure and efficient air transport operations, including the orderly flow of air traffic, operational readiness of aviation personnel and airworthiness of aircraft. For instance, we made aircraft simulator training accessible, including to pilots from overseas. ATCOs were regularly put through the paces of pre-COVID traffic level training in the simulators. In April 2022, we unveiled Singapore's first National Aviation Safety Plan, setting out Singapore's priorities over the next three years to further strengthen the safety regime. We also published the second edition of Singapore's State Safety Programme Document updating our safety management efforts. An ICAO State Safety Programme Implementation Assessment and USOAP Focused Audit in April 2022 provided Singapore with a timely health check of our safety systems and processes.

4.2 Singapore continues to participate in many ICAO panels and expert groups, including in lead roles, to help develop standards and recommended practices (SARPs) to improve safety and security oversight systems and performance. Singapore co-led the development of the 2020 Asia-Pacific Regional Aviation Safety Plan (AP-RASP), with practicable actions and targets, under the Regional Aviation Safety Group – Asia and Pacific Regions (RASG-APAC). As co-chair of the Asia Pacific Regional Aviation Safety Team (APRAST), we are committed to partnering fellow Member States in their implementation of the AP-RASP and strengthening aviation safety in the region. We also continue to participate actively in the Cooperative Development of Operational Safety and Continuing Airworthiness Programme-Southeast Asia (COSCAP-SEA). We are committed to working closely with fellow Member States and the industry on collaborative and inclusive efforts.

4.3 Singapore is the Chair of the ICAO Aviation Security (AVSEC) Panel and its Working Group on Annex 17 developing AVSEC policies and SARPs to strengthen the global aviation system. We continue to play an active role in the development of AVSEC policies and practical approaches for the ICAO, its member States and all stakeholders to address AVSEC threats to the global civil aviation system. As a member of the ICAO Facilitation (FAL) Panel, Singapore helped to develop new FAL guidance materials addressing new and emerging aviation facilitation needs, including FAL challenges that arose during the pandemic. We are also participating in expert groups on emerging areas, such as Cybersecurity and UAS.

## **5. Promoting safe and efficient air traffic management (ATM)**

5.1 Singapore is committed to building a vibrant air navigation ecosystem, incorporating cutting edge technologies, to increase capacity and ensure safe and efficient air traffic flow for the benefit of the global community. Singapore has started work on developing the next-generation ATM system that will meet the goals in ICAO's Global Air Navigation Plan. Singapore is also actively trialling new ATM concepts that support more efficient flight paths and optimise runway usage, such as flexible use of airspace, air traffic flow management for long-haul flights, and smart digital towers, as well as Unmanned Aircraft Systems (UAS) traffic management.

5.2 As Chair of the ICAO Asia-Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG), Singapore continues to work closely with Member States and the industry to realise ICAO's vision of a seamless and harmonised global air traffic management system. Singapore also sponsors an expert on the ICAO's Air Navigation Commission to advise on ATM developments and issues.

## **6. Building sustainable aviation**

6.1 Climate change is an existential crisis, and the international aviation community has a responsibility to rebuild a more sustainable sector. Singapore is committed to supporting ICAO's leadership and global efforts. We continue to contribute through our roles in the Council Climate and Environment Committee (CEC), Committee on Aviation Environmental Protection (CAEP), and Technical Advisory Body (TAB).

6.2 Building on the resolutions adopted at the 40th ICAO General Assembly, Singapore is participating in the voluntary phase of the Carbon Offsetting and Reduction Scheme for International Aviation (CORSA). We are also advancing the use of sustainable aviation fuels (SAF) through operational trials, piloting the sale of SAF-derived carbon credits to companies and passengers, and working with all on exploring the feasibility of a long-term aspirational goal. We also continue to work with partner States under the ACT-CORSA Buddy Partnerships and will participate in the ACT-SAF Programme to support capacity building. As a major air hub, Singapore is developing a Sustainable Air Hub Blueprint which will be released next year. An International Advisory Panel (IAP) on Sustainable Air Hub provided useful input and recommendations.

## **7. Singapore's candidature to the ICAO council in Part II**

7.1 Singapore is privileged to contribute as an ICAO Council Member since 2003. We seek ICAO Member States' continued support for our candidature to the ICAO Council in Part II for the elections at the ICAO Assembly in September/October 2022. As aviation tides over the pandemic and emerges stronger, we look forward to making contributions and working with the ICAO community to build a robust and sustainable framework for international aviation, and further inclusive aviation revival and growth, with No Country Left Behind.