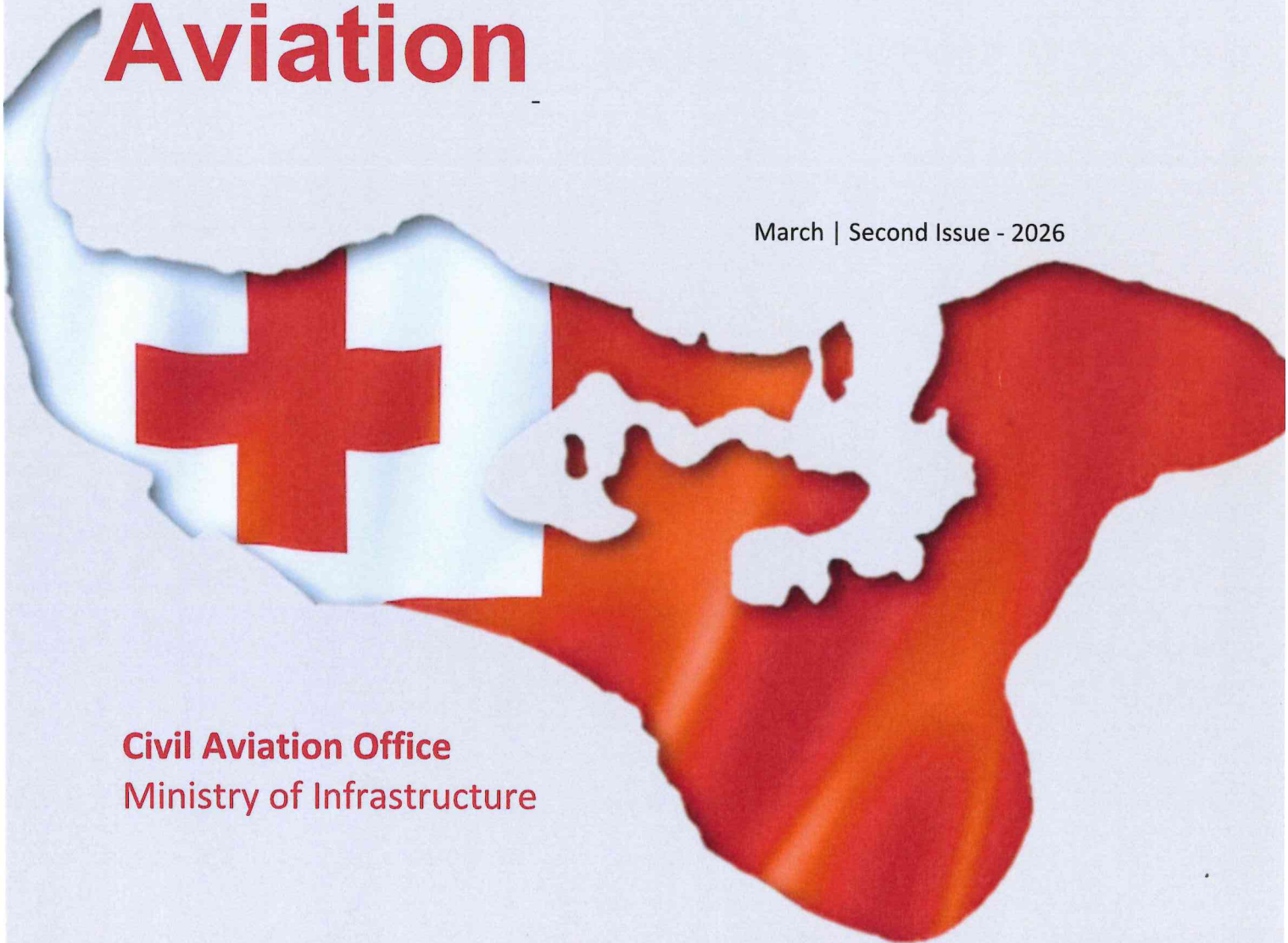


Kingdom of Tonga's State Action Plan on CO2 Emissions Reductions from International Aviation

March | Second Issue - 2026

Civil Aviation Office
Ministry of Infrastructure



FOREWORD

Mr. Tao Ma
Regional Director
Asia & Pacific Regional Office
International Civil Aviation Organization (ICAO)
United Nations Specialized Agency
252/1 Vibhavadi – Rangsit Road, Chatuchak
Bangkok 10900, Thailand.

Dear Mr. Ma,

RE: Updated Submission of the State Action Plan on CO² Emissions – Kingdom of Tonga

I am pleased to submit the updated State Action Plan of the Kingdom of Tonga's major initiatives to reduce CO₂ emissions from international aviation. This updated State Action Plan has been developed to align with the global standard set by Assembly Resolution A38 – 18. In addition, provide further contributions to global efforts set by the International Civil Aviation Organization's global aspirational goals for the international aviation sector: which include a 2% annual fuel efficiency improvement through 2050 and a carbon – neutral growth from 2020 onwards, coupled with a long – term global aspirational goal (LTAG) of net-zero carbon emissions by 2050.

As a Pacific Small Island Developing State (PSIDS), the Kingdom of Tonga is prone to the consequences of Climate Change at an appalling scale through recurring natural disasters. Our little contribution to international CO₂ emissions does not influence our stance but more so ensuring that we play our part in committing to implement ICAO's environmental protection programs towards greener aviation.

His Majesty; King Tupou VI of the Kingdom of Tonga's statement at COP 27: *The second challenge as an Ocean State is to offer affordable transportation that does not add to our Green House Gas Emissions. Our culture and history as peoples of the ocean has taught us to live in harmony with our environment. In the near future, we will need to urgently re-acquaint our people with such livelihoods and adopt cutting edge technologies that promote wind – powered, low carbon emitting modes of transport.* This Updated State Action Plan supports His Majesty's vision and shall support the continuous effort by the Kingdom of Tonga towards ensuring the sustainability of lower carbon emitting modes of transport for the aviation sector.

I look forward to a continuous healthy working relationship as we work towards our global aspirational goals for the international aviation sector.

Yours sincerely,



Hon. Semisi Kioa Lafu Sika
Minister for Infrastructure and Tourism
Kingdom of Tonga

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EXECUTIVE SUMMARY

This updated action plan provides an overview of Tonga's major initiatives to reduce CO₂ emissions from international aviation. Tonga is committed to managing the carbon footprint of the Tonga Civil Aviation industry while improving safety and efficiency. More so, Tonga as a member state under ICAO; must adhere to the rules and standards set out in order to stay compliant; so to meet ICAO Assembly Resolution A38 – 18 under its Environment obligations. Tonga has established the initial State Action Plan document back in 2023 entailing its stance on reducing aviation greenhouse gas (GHG) emissions as well as addressing aviation environment matters. This updated State Action Plan provides new avenues of mitigation measures to counter the CO₂ emissions from international aviation.

More so, with this plan; Tonga hopes to address issues beyond the small international aviation operation it currently experiences. The updated State Action Plan shall demonstrate to ICAO the effectiveness of actions currently undertaken with the goal to meet the global standard set by Assembly Resolution A38 – 18. Emphasis shall be placed with the hope that this action plan will showcase and communicate to the aviation governing body ICAO; Tonga's efforts to address the Environmental Impacts of Aviation with its current operation.

Additionally, the Kingdom of Tonga looks to further incorporate and support the vision of His Majesty's vision as highlighted at COP 27: *The second challenge as an Ocean State is to offer affordable transportation that does not add to our Green House Gas Emissions. Our culture and history as peoples of the ocean has taught us to live in harmony with our environment. In the near future, we will need to urgently re-acquaint our people with such livelihoods and adopt cutting edge technologies that promote wind – powered, low carbon emitting modes of transport.* As mentioned, Tonga as a member State has updated this plan with the emphasis that it will not only fulfil the vision stated by His Majesty's speech but also its obligations to the International Civil Aviation Organization and establishing a long – term roadmap on climate change for the international aviation sector with the involvement from all interested parties at a national level.

Taking into account what has been achieved so far, the SAP sets a goal for reducing CO₂ emissions from aviation activities to contribute to global efforts in line with ICAO's global aspirational goals for the international aviation sector, which include a 2% annual fuel efficiency improvement through 2050 and carbon-neutral growth from 2020 onwards, coupled with a long-term global aspirational goal (LTAG) of net-zero carbon emissions by 2050.

This action plan is a living document that will be continually reviewed and updated in accordance with the ICAO Assembly Resolution A41-21: Consolidated statement of continuing ICAO policies and practices related to environmental protection - Climate change. Tonga is committed to implementing ICAO's environmental protection programs toward greener aviation.

1. INTRODUCTION

1.1 Background and Objective

The updated Action Plan describes the circumstances of civil aviation in Tonga and the key activities undertaken by key stakeholders to reduce CO₂ emissions in aviation through various methods or mitigation measures. In addition, the updated State Action Plan dwells in to detail the additional mitigation measures selected as part of the National Action Plan Taskforce is close collaboration to address CO₂ emissions reduction in international aviation at the national level. With the updated Plan, Tonga still does not operate international flights with the designated national carrier; therefore, the IPCC methodology is the best fit method in calculating the average CO₂ emissions from 2023 as the baseline year until 2050. The calculations and results provided by the Environmental Benefits Tool (EBT) provide a projection of the trends of CO₂ emissions with and without the implementation of these measures. This is also described, reflecting the positive impact of these initiatives on the carbon footprint of the national aviation sector in Tonga. These mitigation measures focus mainly on Sustainable Aviation Fuels (SAF), Market – Based Measures by CORSIA and Supplemental Benefits for Domestic Sectors.

Furthermore, these mitigation measures represent Tonga’s contribution towards the achievement of the global aspirational goals set by the ICAO. At its 41st Session in 2022, the ICAO Assembly reaffirmed the two global aspirational goals for the international aviation sector of 2 per cent annual fuel efficiency improvement through 2050 and carbon-neutral growth from 2020 onwards, as well as adopted a collective long-term global aspirational goal (LTAG) of net-zero carbon emissions by 2050. At the 41st Assembly, ICAO made a call to its Member States to submit voluntary States’ Action Plans to communicate on the progress towards the environmental goals set by ICAO and, where appropriate, request assistance in implementing these plans. Tonga provides this updated document to ICAO with an overview on its current stance and the implementation phases that have rolled out.

1.2 Contact Information

- Name of the Authority: *Ministry of Infrastructure – Civil Aviation Office*
- Point of Contact: *Mr. James Panuve (CORSIA Focal Point)*
- Street Address: *PO Box 52. ‘Alaivaha’ amama’o Bypass Road, Fanga ‘o Pilolevu*
- Country: *Tonga*
- Province: *Nuku’alofa, Tongatapu*
- Telephone Number: *+676 28042*
- Fax Number: *+676 25440*
- E-mail address: civilaviationtonga@gmail.com or jamespanuve@gmail.com

2. OVERVIEW OF CIVIL AVIATION IN TONGA

2.1 Current situation and future trend

Air transport is an enabler of social and economic growth. For smaller island States like Tonga it is indispensable for tourism and other sectors of the economy that rely on aviation. It generates benefits to consumers and the wider economy by providing vital national, regional and international connectivity. These virtual bridges in air transport enable the economic flows of goods,

investments, people and ideas of which are the fundamental drivers of economic growth in Tonga supporting Strategic Pillar 4 outcomes of the National Work Plan.

For Tonga, air connectivity is essential to meeting educational and medical needs which enables effective regional integration with its Pacific neighbours. The most important benefits from air transport go to passengers and shippers with the spill over impacting on their businesses. The value to passengers, shippers and the economy can be seen from the spending of foreign tourists and the value of exports. A key economic flow, stimulated by good air transport connection is foreign direct investment, creating productive assets that will generate a long-term flow Gross Domestic Product (GDP) for Tonga.

Growth in the aviation sector within the South Pacific region is dependent on ensuring that the aviation system is allowed and enabled to increase capacity to accommodate future growth. A reliable network of air links, within Tonga and among island countries and to major hubs such as New Zealand and Australia and beyond, is therefore essential to the viability of countries in this region from humanitarian, political and economic perspectives.

2.1.1 Air Operators

Currently, there are four international based airlines that provide direct links between Tonga and Australia (Sydney); Fiji (Nadi, Suva); New Zealand (Auckland) and Talofa Airways (Apia, Pagopago) during the reported period. In addition, Lulutai Airlines which is government owned serves Tonga’s domestic routes.

Air Operators	ICAO	IATA	Type of Operations (scheduled/non-scheduled, passengers/cargo, domestic/international)
Air New Zealand	ANZ	NZ	Scheduled, Passengers/ Cargo & International
Fiji Airways	FJI	FJ	Scheduled, Passengers/ Cargo & International
Qantas	QFA	QF	Scheduled, Passengers/ Cargo & International
Fiji Link (Pacific Sun)	FJA	FJ	Scheduled, Passengers/ Cargo & International
Lulutai Airlines	TON	L8	Scheduled, Passengers/ Cargo & Domestic

2.1.2 Airport Operators

The following table provides an overview of the airport operators in Tonga in order to frame the aviation work under the perspective of the airport operators’ side. Currently, there are six airports with only two ports operating an International Schedule.

Airport Operators	Airport Names and Cities	Domestic/International
Tonga Airports Ltd	Fua'amotu Airport – Tongatapu	Domestic & International
	Lupepau'u Airport – Vava'u	Domestic & International
	Salote Pilolevu Airport – Ha'apai	Domestic
	Kaufana Airport – 'Eua	Domestic
	Kuini Lavinia Airport – Niuafo'ou	Domestic
	Mata'aho Airport – Niuatoputapu	Domestic

2.1.3 Air Navigation Service Providers

Air navigation services provided in Tonga include the following: Air Traffic Management; Communications, Navigation, and Surveillance (CNS), Meteorological Service (MET), and Search and Rescue (SAR).

Air Navigation Service Providers	Type of Service
Aeronautical Information Services	AIP provided under contract by Aeropath New Zealand NOTAM Service provided by Airways New Zealand
Instrument Flight Procedure	Aeropath New Zealand

2.1.4 Numbers of Passengers from 2019 - Current

The table below depicts the number of both International & Domestic Passengers from 2019 – Current. In addition, the table also provides numbers for air cargo for both International & Domestic flights from 2019 – Current.

	Number of Passengers	Number of Passengers	Number of Air Cargo (KG's)	Number of Air Cargo (KG's)
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Year				
	Domestic & International	International	Domestic & International	International
2019	286774	221012	1,344,055	1,211,934
2020	74006	44436	821,855	768,614
2021	64735	6025	937,774	832,265
2022	90295	48082	1,465,286	1,376,137
2023	220,519	169,690		
2024	319,469	214,163		

3. BASELINE SCENARIO

3.1 Methodology and data

The baseline scenario describes the historical evolution of fuel consumption, CO₂ emissions, and traffic in Tonga as well as the expected future evolution in the absence of measures.

Given the availability of data (annual RTK and annual international fuel consumption from international flights) is very limited and constrained to Tonga's small level of operation internationally. The Environmental Benefit Tool (EBT) is updated version v2.9 is used to assist in the process of defining a baseline scenario, estimating the quantifiable benefits resulting from the selected mitigation measures, and generating the estimated expected results until 2050. Therefore, since Tonga does not operate internationally with the designated national airline Lulutai – the IPCC methodology is recommended to be used in calculating the data.

<i>Aerodrome Pairs</i>	<i>No. of Flights</i>	<i>Aircraft Type</i>	<i>CO₂ (KG)</i>	<i>No. of Pax/ Month</i>	<i>GCD (km)</i>	<i>RTK/Month (kg)</i>	<i>RTK/Month (Ton)</i>	<i>RTK/ Year (Ton KM)</i>
TBU – AKL	21	321 (A321)	657,578	5952	2004	1192780800	1192780.8	
TBU – AKL	9	789 (B789)	423,781					
TBU – NAN	24	739 (B7M8)	378,562	2519	869	218901100	218901.1	
TBU – NAN	1	738 (B738)	15,058					
TBU – NAN	1	AT7 (ATR72)	4620					

TBU – SYD	8	738 (B737)	340,463	926	3586	332063600	332063.6	
TOTAL						1743745500	1743745.5	20924946

Based on available data, Method A (to which the State - Tonga has a current fleet size of ten aircraft or less) was selected when using the EBT. Tonga currently operates to three overseas ports (Auckland, Nadi & Sydney) on six different aircraft types supported by the statistics on passenger numbers for departures. As such, these various pieces of information are entered onto the EBT and calculations provide final numbers for RTK per Year as well as the CO2 per Year. In addition, the following inputs are collected and used in developing the baseline:

- **Baseline year:** 2023
- **International RTK:** 20924946 Tonne – Kilometres
- **International fuel burn:** 6911 Tonne
- **Number of aircrafts used for international flights:** 6 Aircrafts (A321, B789, B7M8, B738, ATR72, B737)
- **Annual RTK growth:** 5.8 % (Average for the Asia Pacific Region)

3.2 Baseline

The following table and chart provide an estimated baseline of fuel consumption and CO2 emissions for international flights for the years 2023 to 2050. For the definition of “international flight” used in this document, reference is made to the IPCC methodology with all CO2 emissions by international flights departing from the state of Tonga. This is due to the fact that Tonga does not have designated airline which operates internationally. As such, provided below is the Baseline Scenario for International Flights which was calculated using the Environmental Benefit Tool (EBT).

Table: Baseline Scenario for International Flight (generated by the EBT)

<i>Year</i>	<i>International RTK (‘000)</i>	<i>International Fuel Burn (Tonnes)</i>	<i>Efficiency (Fuel Burn/ RTK)</i>
2023	20,925.00	6,911.00	0.330
2024	20,925.00	6,911.00	0.330
2026	20,925.00	6,911.00	0.330
2026	24,412.50	8,062.83	0.330
2027	24,412.50	8,062.83	0.330
2028	24,412.50	8,062.83	0.330
2029	27,900.00	9,214.67	0.330
2030	27,900.00	9,214.67	0.330
2031	31,387.50	10,366.50	0.330
2032	31,387.50	10,366.50	0.330
2033	34,875.00	11,518.33	0.330
2034	38,362.50	12,670.17	0.330

2035	38,362.50	12,670.17	0.330
2036	41,850.00	13,822.00	0.330
2037	45,337.50	14,973.83	0.330
2038	45,337.50	14,973.83	0.330
2039	48,825.00	16,125.67	0.330
2040	52,312.50	17,277.50	0.330
2041	55,800.00	18,429.33	0.330
2042	59,287.50	19,581.17	0.330
2043	62,775.00	20,733.00	0.330
2044	66,262.50	21,884.83	0.330
2045	69,750.00	23,036.67	0.330
2046	73,237.50	24,188.50	0.330
2047	76,725.00	25,340.33	0.330
2048	80,212.50	26,492.17	0.330
2049	83,700.00	27,644.00	0.330
2050	87,187.50	28,795.83	0.330

Graph: Baseline Scenario for International Flight (generated by the EBT)



As shown above, it was identified that based on the calculations provided by the EBT - the fuel consumption will be around 9,214.67 tonnes in 2030 and around 28,795.83 tonnes in 2050 highlighting an annual growth.

4. MITIGATION MEASURES

According to ICAO Doc 9988 Section 3 on Measures to Mitigate CO2 Emissions and Appendix A, the Basket of Measures to limit or Reduce CO2 Emissions from International Civil Aviation are provided and Tonga has updated new mitigation measures to which it deems applicable to achieve through implementation. However, due to Tonga using the IPCC methodology – the mitigation measures were selected on what it deems reachable.

Category of the Measure (s)	Name of the measure (s) selected	Description of the measure(s)	Implementation time horizon (Start date of full implementation – end date of implementation)	CO2 savings per year (Tonnes of CO2/Year)	Stakeholder (s) involved in implementing the measure(s)	Assistance needed for implementation
<i>Fuels (SAF, LCAF and other aviation cleaner energies)</i>	Development / Use of Bio Fuels	Development of partnerships with stakeholders for SAF, LCAF and other aviation cleaner energies	2027 – 2050	200	Pacific Energy, Civil Aviation Office, Ministry of Energy	Capacity Building, Research & Knowledge Sharing, Financial and Technical
<i>Fuels (SAF, LCAF and other aviation cleaner energies)</i>	ACT – SAF	Subscription to ACT – SAF in order to gain a broader understanding and knowledge on the effect of Sustainable Aviation Fuel	2026 – 2050	40	Pacific Energy, Civil Aviation Office, Tonga Airports Ltd	Capacity Building, Research & Knowledge Sharing
<i>Market – Based Measures by</i>	CORSIA	Voluntary inclusion of Tonga in	2023 – 2035	70	Civil Aviation Office	Capacity Building, Research &

<i>CORSIA</i>		the offsetting requirement of CORSIA				Knowledge Sharing
<i>More Efficient Operations</i>	Best Practices in Operations: Minimizing Weight		2023 – 2050		Civil Aviation Office, Tonga Airports Ltd	Capacity Building, Research & Knowledge Sharing
<i>Airport Improvements</i>	Airfield Improvements: Installation of LED Lighting instead of classic lighting	Phasing out classic lighting and opting for environment friendly LED lighting	2023 - 2050	200	Tonga Airports Ltd	Financial & Technical
<i>Airport Improvements</i>	Reduced Energy demand and preferred cleaner energy sources:	Use cleaner alternative sources of power generation (Wind, Solar) and also reduce electrical demand	2026 - 2050	200	Tonga Airports Ltd, Ministry of Energy	Financial, Research & Knowledge Sharing
<i>Airport Improvements</i>	Conversion of GSE to cleaner fuels	Electrical operated ground vehicles and alternative fuel operated ground vehicles.	2026 - 2050	200	Tonga Airports Ltd, Air Terminal Services & Civil Aviation Office	Financial, Technical, Research & Knowledge Sharing
<i>Airport</i>	Reduced Energy	Reduce	2026 - 2050	30	Tonga	Capacity

<i>Improvements</i>	demand and preferred cleaner energy sources	electrical demand			Airports Ltd	Building & Knowledge Sharing
<i>Airport Improvements</i>	Improved Transportation to/ from Airport	Improved Public Transport Access	2028 – 2050	200	Tonga Airports Ltd, Civil Aviation Office	Financial
<i>Airport Improvements</i>	Other: Human Improvement	Improve Internal Procedure to minimize Energy Consumption	2023 - 2050	200	All	Knowledge Sharing & Capacity Building

5. EXPECTED RESULTS

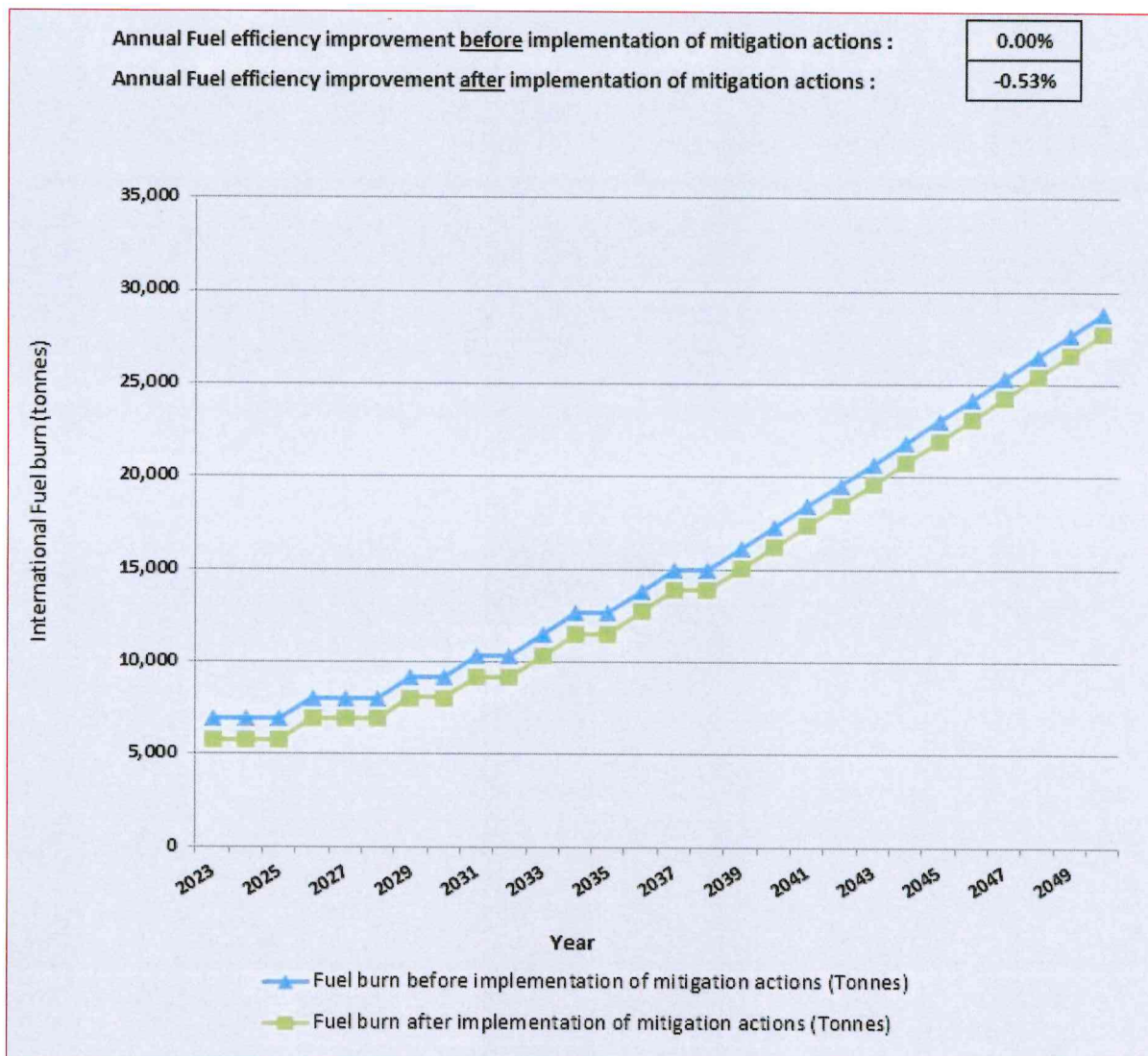
The Baseline Scenario provided an outlook for Tonga until 2050 which in return highlights CO2 Emissions and Fuel Burn. However, new steps have been initiated under Mitigation Measures from Tonga as a State which hopes to be implemented accordingly in order to provide results for savings on Fuel and CO2. Therefore, by implementing the measures mentioned above – including; Sustainable Aviation Fuels (SAF), Market – based Measures by CORSIA and Supplemental Benefits for Domestic Sector, More Efficient Operations and Airport Improvements; it is estimated that the total fuel and CO2 savings are as follows:

Table: Expected Results: Annual Fuel Burn (generated by the EBT)

Year	Annual Fuel burn before implementation of mitigation actions (Tonnes)	Annual Fuel burn after implementation of mitigation actions (Tonnes)	Annual Fuel savings (Tonnes)	Change Fuel savings (%)
2023	6,911.00	5,763.50	1,147.50	-16.60
2024	6,911.00	5,763.50	1,147.50	-16.60
2026	6,911.00	5,763.50	1,147.50	-16.60
2026	8,062.83	6,915.33	1,147.50	-14.23
2027	8,062.83	6,915.33	1,147.50	-14.23
2028	8,062.83	6,915.33	1,147.50	-14.23
2029	9,214.67	8,067.17	1,147.50	-12.45

2030	9,214.67	8,067.17	1,147.50	-12.45
2031	10,366.50	9,219.00	1,147.50	-11.07
2032	10,366.50	9,219.00	1,147.50	-11.07
2033	11,518.33	10,370.83	1,147.50	-9.96
2034	12,670.17	11,522.67	1,147.50	-9.06
2035	12,670.17	11,522.67	1,147.50	-9.06
2036	13,822.00	12,744.50	1,077.50	-7.80
2037	14,973.83	13,896.33	1,077.50	-7.20
2038	14,973.83	13,896.33	1,077.50	-7.20
2039	16,125.67	15,048.17	1,077.50	-6.68
2040	17,277.50	16,200.00	1,077.50	-6.24
2041	18,429.33	17,351.83	1,077.50	-5.85
2042	19,581.17	18,503.67	1,077.50	-5.50
2043	20,733.00	19,655.50	1,077.50	-5.20
2044	21,884.83	20,807.33	1,077.50	-4.92
2045	23,036.67	21,959.17	1,077.50	-4.68
2046	24,188.50	23,111.00	1,077.50	-4.45
2047	25,340.33	24,262.83	1,077.50	-4.25
2048	26,492.17	25,414.67	1,077.50	-4.07
2049	27,644.00	26,566.50	1,077.50	-3.90
2050	28,795.83	27,718.33	1,077.50	-3.74

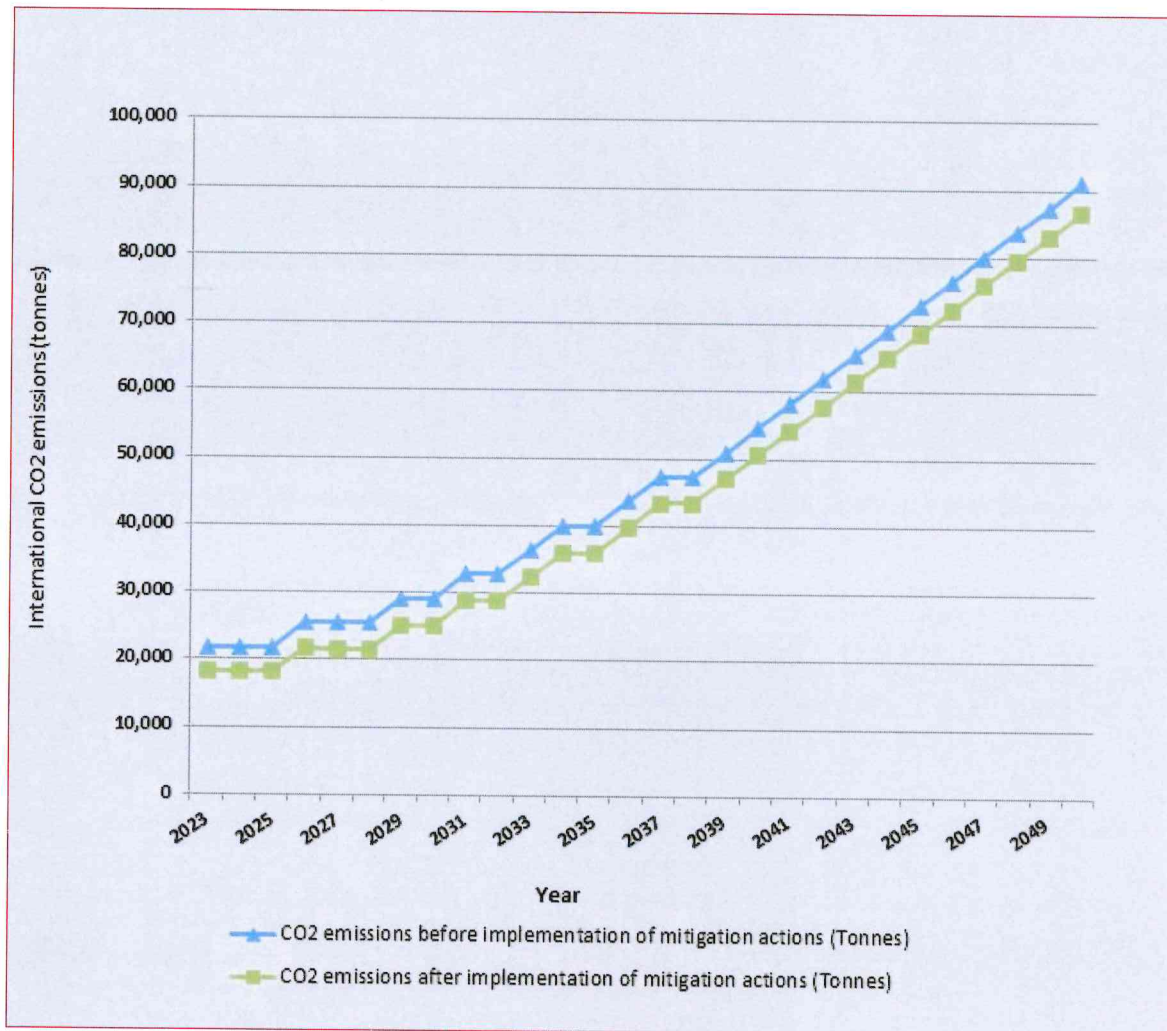
Graph: Fuel Burn baseline vs. after implementation of mitigation measures (generated by the EBT)



The graph above provides a graphical representation of Fuel Burn efficiency before implementation of mitigation actions (Blue Colour). In addition, the green line represents Fuel Burn after implementation of mitigation actions as generated by the EBT.

Graph: CO2 Emissions Baseline vs. After Implementation of Mitigation Measures (generated by the EBT)

The following graph provides a visual representation of CO2 emissions before implementation of mitigation actions (Blue Colour). In addition, the green line represents CO2 emissions after implementation of mitigation actions as derived from the basket of measures.



6. ASSISTANCE NEEDS

In light of the updated State Action Plan, Tonga is still afforded with numerous ways to improve and maximize efforts to reduce CO2 emissions from the aviation sector. However, these mitigation measures promise positive results but are also hindered by numerous factors which can affect the development of assistance provided.

In conjunction with the small international operation that currently takes place in Tonga, there are numerous assistance requirements which can hold back the development and progress of this State Action Plan. As such, Financial Capability continues to be the outlying factor that can determine a lot of these developments coming or falling through. To be at a financially stable stance provides Tonga with the ability to fund a lot of these activities which promote the proposed actions. Financing can help with capacity building – in which personnel from the State can attend trainings, workshops or meetings to further enhance their knowledge and confidence in undertaking all the required tasks mentioned within this State Action Plan. As well as capacity building for the development of sustainable aviation fuel from the authority role and sharing implementation experience. More so, financing can provide another factor of knowledge sharing between States – having an expert in the fields required down in Tonga to provide hands on training and information sharing on joint projects in both policy and implementation.

Furthermore, Tonga has mentioned the actions of reducing energy demand and using alternative sources of cleaner or greener energy. This could fall in line with the development of green technology for aviation by installation of LED lightings, use of greener cooling systems, establishing solar or wind powered energy, preference for electrical operated ground vehicles or alternative fuel operated ground vehicles. All these factors can be driven by the financial support or funding for these projects.

A key note can also be that the future plans also do not fall off the radar but rather a slower approach to implementation. Such mitigation factors which could be determined for the future include Navigation and airport system management issues. The long term is not hindered by the current mitigation factors but also as an approach for future developments within the State Action Plan.

CONFIDENTIAL

No.193

P.-11a

MEMORANDUM

20th March 2026

To: *Hon. Prime Minister, Minister for Meteorology, Energy, Information, Disaster Management, Environment, Climate Change and Communication, Minister for Police, Minister for Fire and Emergency Services and Minister for Prisons*
Hon. Deputy Prime Minister, Minister for Justice and Minister for Trade and Economic Development
Hon. Minister for His Majesty's Diplomatic Services and Minister for His Majesty's Armed Forces
Hon. Minister for Public Enterprises and Minister for Health
Hon. Minister for Finance
Hon. Minister for Tourism and Minister for Infrastructure
Hon. Minister for Lands, Survey, Spatial Planning and Natural Resources
Hon. Minister for Education and Training
Hon. Minister for Revenue and Customs
Hon. Minister for Agriculture, Food and Forests and Minister for Fisheries
Hon. Minister for Internal Affairs
Auditor General
CEO for Finance
CEO for Infrastructure

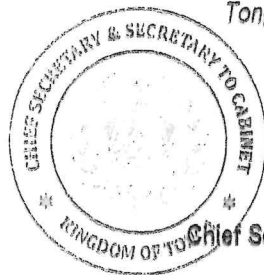
With reference to Re: *The Kingdom of Tonga's Updated State Action Plan to the International Civil Aviation Organization.*

(WPF TRP 1/4)

I have the honour to inform you that His Majesty's Cabinet Decision on 20th March 2026 was as follows:-

Recommendations are approved, i.e.:

1. *That His Majesty's Cabinet approved the Civil Aviation Office, Ministry of Infrastructure to submit the National State Action Plan for Aviation Environment to the International Civil Aviation Organization.*
2. *That all other relevant requirements to develop and improve the State Action Plan be supported with the emphasis that Tonga will greatly benefit from the proposals put forward.*



Paula P Ma'u
Chief Secretary and Secretary to Cabinet