



International Civil Aviation Organization

MIDANPIRG Air Traffic Management Sub-Group

Third Meeting (ATM SG/3)
(Cairo, Egypt, 22 – 25 May 2017)

Agenda Item 3: Global and Regional Developments related to ATM and SAR

STATE RECOVERY FROM POLITICAL UNREST

(Presented by IATA)

SUMMARY

This paper provides the meeting with an overview of a new initiative to support State recovery from political unrest.

Action by the meeting is at paragraph 3.

1. INTRODUCTION

1.1 Over the past years, the aviation industry has suffered from the impact and consequences of political turmoil. Political stability and safety are prerequisites for a sustainable aviation industry. In some circumstances, political instability in one country may have an impact on the aviation sector and traffic flow in neighboring countries.

1.2 A country recovering from political unrest will often have varying priorities, and the civil aviation sector may not be one of the top 10 country priorities. As a priority, a country recovering from political unrest will focus on hospitals, roads, municipality services, and logistics. Yet, aviation is an enabler to the re-set of all other sectors in a country post an unrest situation. Aviation supports the delivery of vital humanitarian aid, medicines, vaccines, equipment, and tools that will enable a country to re-build its hospitals and other vital sectors.

1.3 In 2014, more than 70,000 tonnes of food and commodities were delivered by air to relieve victims of floods, conflict and disease.

1.4 This Working Paper is presented to the ATM SG/3 meeting to propose a concept for aiding a country recovering from political unrest to resume air navigation services including the tools that would enable the investment in infrastructure and resources. The Working Paper recognizes that the States and Air Navigation Service Providers (ANSPs) are ultimately responsible for providing air navigation services and in the event of disruption of those services, they are solely accountable for instituting measures to safeguard the provision of safe ANS.

2. DISCUSSION

2.1 After surviving political instability, a State will need to restore the faith in the flying public, before it could attract travelers back into the country. Negative perceptions of a travel destination can persist for years and affect a whole country. Although the road to recovery can be long, the scale of the economic benefits from travel and tourism makes investing in the infrastructure worthwhile.

2.2 The aviation industry global economic impact is \$ 2.7 Trillion (including direct, indirect, and induced tourism). This is equivalent to 3.5% of the world's GDP. Just for the sake of comparison, the automotive industry accounts for 1.2% of global GDP and chemicals manufacturing to 2.1% of the global GDP.

2.3 It is estimated that each million passenger movements at an airport generate around 1,000 jobs. This will vary depending on the airport size, but if we look at the big picture, aviation supports 62.7 Million jobs worldwide.

2.4 For a country recovering from political unrest, a plan should be set to first restore the over-flights, and then re-emerge the travel and tourism into the country. Using that strategy, investment in airport infrastructure and expansion of airport terminals should be a longer term vision that coincides with the restoration of the flying public in the safety and security within the country.

2.5 Efforts to restore safety and security and reboot the tourism sector once the situation is normalized will include: tourists, the media, tourism businesses, and the governments of tourists. Therefore, when setting a recovery plan with any State, consideration should be made to account for a progressive build-up and investment in its aviation infrastructure as the faith of the flying public is restored. A country recovering from political unrest will not need massive investment in duty free and airline lounges at the beginning, but as the aviation sector recovers and tourism re-emerges, a country can start looking at these areas for investment.

2.6 The International Air Transport Association (IATA) is working with key industry partners, including airlines, ANSPs, and ICAO to put forth guidelines that can assist a State in recovering from political unrest. A new work area in ICAO has been established to focus on resource mobility. This new work area will focus on assisting States in investing in ATM infrastructure and resources including developing Public-Private-Partnerships (P3).

2.7 The guidelines for State Recovery from Political Unrest:

- a) are based on providing support for a country to re-set its air navigation services in a phased approach, with a multi-tier engagement at the executive and operational level;
- b) make use of the Go-Teams methodology;
- c) capture concepts and tools needed to build a roadmap for investment in ATM infrastructure;
- d) will include guidelines for feedback and mentorship for the recovering State; and
- e) will include use cases.

2.8 To assist in building use-cases and test the guidelines, IATA is engaging with countries in the MID Region who could be candidates for a use case.

3. ACTION BY THE MEETING

3.1 The meeting is invited to encourage interested States in the MID to volunteer as mentors for recovering States when candidates for use cases are identified in the MID Region.