



Civil Aviation Today

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Lasting features of air transport

- Important contributor to economic development, including tourism and trade
 - * Direct/Indirect/Induced/Catalytic Impact
 - * 2-3 % world GDP
 - * 32 million jobs
- Strong dependence on the economy
 - * Interdependencies
 - Air Transport ↔ Economy
- Capital intensive and high fixed costs
 - * Airport development
 - * AN systems
 - * Aircraft
 - * Personnel
- Technology intensive
 - Dynamism of aviation technology
- Low profitability
 - * Profitability:
 - **Low: 3.5% on average**
 - **Cyclical in nature**
- Regulated
 - * Safety, Security, Environment
- High visibility
 - * Vulnerability
 - * Public perception



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Current situation and challenges

- Major traffic declines due to economic and financial crisis
 - * Collapse of financial systems
 - * Synchronized crisis
 - * Timing of recovery was uncertain
 - * Recovery commenced 2nd quarter 2009

 - * Int. Pax Traffic in decline since Sep 2008
 - * Freight traffic since June 2008
 - * RPK increased 1.3% in 2008 (7.4% in 2007)
 - * FTK decreased 1.2% in 2008 (4.7% in 2007)
 - Mounting losses and tight financial/credit markets
 - * Estimated operating loss U.S.\$9.8b in 2008 (U.S.\$19.7b profit in 2007)
 - Intense competition continues as liberalization and globalization progress
 - Focus on the sustainability of air transport
 - * Environmental
 - * Economic
 - Implementation of new technologies and operational techniques
 - * Adoption of new ATM operational concept
 - * SESAR (Europe)
 - * NextGen (USA)
 - * New technology in manufacturing
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What is ICAO doing?

Major focus:

→ **Enhance global civil aviation safety and security**

- * Maintenance of SARPs and GM
- * USOAP and USAP
- * Assistance

→ **Ensure sustainability of international air transport through:**

- * **Minimizing the adverse effect of international civil aviation on the environment**
- * Key goals:
 - * Limit or reduce the number of people affected by significant aircraft noise
 - * Limit or reduce the impact of aircraft engine emissions on local air quality
 - * Limit or reduce aviation greenhouse gas emissions
- * **Promoting efficiency and regularity of international air transport**
- * Provide policy guidance and assistance in order to:
 - * Increase efficiency of performance and cost-effectiveness in provision & management of airports & ANS
 - * Promote economic and orderly growth of air transport
 - * Economic analyses and forecasts to facilitate planning and decision-making

→ **Priorities**

- * Promotion of implementation
 - * Assistance to States
 - * Cooperation with other international organizations
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