

**55th CONFERENCE OF DIRECTORS
GENERAL OF CIVIL AVIATION ASIA AND
PACIFIC REGIONS**

*Denarau Island, Nadi, Fiji
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AGENDA ITEM 1: THEME TOPIC

*“Collaboration and Harmonisation for Safe, Secure and Sustainable
Aviation in the Asia Pacific Region”*

**ICAO PERSPECTIVE ON ASIA PACIFIC REGIONAL
COLLABORATION AND HARMONIZATION**

Presented by the International Civil Aviation Organization

SUMMARY

The discussion paper presents an account of civil aviation in Asia and Pacific region and highlights the importance of collaboration and harmonization in the region to support and sustain growth of civil aviation in the region.

ICAO PERSPECTIVE ON ASIA PACIFIC REGIONAL COLLABORATION AND HARMONIZATION

1. INTRODUCTION

1.1 At the 54th Conference of the Directors General of Civil Aviation (DGCA) of the Asia and Pacific (APAC) Region held in Ulaanbaatar, Mongolia from 07 to 11 August 2017, Fiji as the host State of the Conference in 2018 proposed that APAC region should engage in interactive and stimulating deliberations at the 55th DGCA Conference under the Theme Topic "Collaboration and Harmonisation for Safe, Secure and Sustainable Aviation in the Asia Pacific Region" which was agreed upon after detailed deliberations.

1.2 39th Session of the ICAO Assembly, in resolution A39-14 urged Member States to develop and further strengthen regional and sub-regional cooperation in order to promote the highest degree of aviation safety. It further encourages Member States to foster the creation of regional or sub-regional partnerships to collaborate in the development of solutions to common problems to build State safety oversight capability, and to participate in, or provide tangible support for the strengthening and furtherance of sub-regional and regional aviation safety and safety oversight bodies, including Regional Safety Oversight Organizations (RSOOs).

1.3 Recognizing the need to strengthen aviation security worldwide, in light of the continuing threat to civil aviation and acknowledging the value of the joint declarations on civil aviation security emanating from regional conferences held with a view to enhancing international cooperation, the 39th Session of the Assembly in resolution A39-18 on "Consolidated statement of continuing ICAO policies related to aviation security" urged Member States to take series of actions to enhance international cooperation to counter threats to civil aviation.

1.4 The Ministers from the Asia and Pacific States, responsible for Civil Aviation who met in Beijing, China from 31 January to 1 February 2018, on the occasion of the Asia Pacific Ministerial Conference on Civil Aviation, endorsed a Ministerial Declaration with a collaborative commitment on a time targeted plan to address regional safety, air navigation and human resource development requirements in the region and to develop a bilateral, sub-regional or regional partnership to support the establishment of accident investigation capabilities to serve the Region, sub-region or State.

2. DISCUSSION

2.1 The air transport industry plays a major role in global economic activity and development. An unprecedented 4.1 billion passengers were carried by scheduled air services in 2017 which indicates a 7.1% increase over 2016. The number of departures rose to approximately 37 million globally and world passenger traffic posted an increase of 7.6% with approximately 7.7 trillion scheduled revenue passenger-kilometers (RPKs) performed in 2017. Air transport carries some 35% of world trade by value. Over 90% of cross border Business-to-Consumer e-commerce was carried by air transport. More than half of the world's 1.2 billion tourists who travelled across international borders in 2017 were transported by air.

2.2 Asia and Pacific recorded the highest traffic growth in the world. Air carriers of the 39 States/Administrations accredited to the ICAO APAC region recorded an annual 10.7 per cent growth of Revenue Passenger-Kilometres (RPK) in 2017, higher than the 10.4 per cent growth in 2016. International traffic of air carriers in APAC represented 54.8 per cent of the region airlines' total RPK, which recorded a 10.5 per cent annual growth in 2017. Domestic traffic in Asia and Pacific showed a 11.0 per cent growth in RPK in 2017 with capacity growing at 9.1 per cent. International Revenue tonnes-kilometers (RTK) performed by airlines in the APAC region represented 32.3 per cent of the world total and APAC region was the second largest region after Europe. The region's air transport industry supports 30.9 million jobs and \$632 billion in Gross Domestic Product (GDP).

2.3 Such dynamism in the region's air transport industry has a direct dependence on the safety and security of air transportation. Therefore, maintaining higher levels of safety and security standards demonstrated through the Effective Implementation (EIs) scores of the USOAP – CMA and USAP – CMA respectively are vital to avoid any significant adverse impact on aviation industry of the region.

2.4 APAC region comprises of 39 Civil Aviation Administrations. The region is characterized by its wider diversity, especially in governance, economic factors and human resources. In terms of aviation, the diversity is largely the capacity and capability constraints where qualified and trained human resources are the most predominant. This diversity results in wide disparity in safety systems, air navigation services systems and aviation security systems and thus, in the face of continued air traffic growth, poses a major challenge to the APAC Region. The attainment of safe, secure and sustainable air transportation across the region will require a strong commitment and close collaboration amongst States, the aviation industry and partners to ensure integrity, capacity building and support the ICAO's strategic objectives and, initiatives taken to implement those objectives.

2.5 The current average USOAP score for effective implementation (EI) for States in APAC region is 61.96% which is below the world average of 66.27%. There are 14 out of 36 audited States in the APAC Region who have EIs below 60% of which majorities are the Pacific Small Island Developing States. Only 61.11% of the States in the region have achieved the target of 60% EI as stipulated by the Global Aviation Safety Plan (GASP). Several Member States in the region have not yet been able to establish an effective national aviation safety oversight system, where safety oversight capacity attributed to "qualified personnel" (CE4) is the weakest with the lowest EI of 50.59% requiring priority attention.

2.6 The current average USAP effective implementation (EI) of the critical elements of a State's AVSEC oversight system for States in APAC is 68.89%, which is below the world average of 72.2%. The first aspirational target set out in the ICAO Global Aviation Security Plan (GASeP) and corresponding APAC Roadmap is for 80% of APAC States to reach above 65% EI by 2020. Approximately 50% of APAC States currently have an EI below this target of 65% EI. State certification and approval obligations (CE 6), quality control obligations (CE 7), and the resolution of security deficiencies (CE 8) continue to be the Critical Elements where States have the most work to be done. The APAC Regional Office and Cooperative Aviation Security Program for Asia Pacific (CASP-AP) continue to provide assistance and capacity development opportunities for APAC States particularly relating to these Critical Elements and in-line with the GASeP and APAC Roadmap key priorities and aspirational targets.

2.7 In this context, the Pacific Small Island Developing States (PSIDS) are unique and share distinct sustainable development challenges, characterized by challenges in resources, remoteness, susceptibility to natural disasters, vulnerability to external shocks, excessive dependence on international trade and fragile environments. PSIDS's socio-economic progress is affected by high communication, energy and transportation costs, irregular international transport volumes, disproportionately expensive public administration and infrastructure due to their small size, and little to no opportunity to create economies of scale.

2.8 As part of its mandate, ICAO has a particular interest in supporting Small Island Developing States in achieving the UN Sustainable Development Goals (SDGs) through strengthening civil international air transport. In view of this obligation, the 39th Assembly of ICAO supported to conduct an Aviation Needs Analysis to determine the current challenges and needs of the (PSIDS) with respect to aviation safety, air navigation and aviation security and options to address these, which is expected to get underway shortly, with ICAO APAC Office having a major role to play.

2.9 The APAC States are provided with necessary support by ICAO, mainly through APAC Regional Office, whose primary role is to foster the planning and implementation by the States of the ICAO SARPs and (PANS) and Regional Air Navigation Planning, for the safe, secure and efficient conduct of air transport. The APAC Office strives to provide necessary assistance to Member States and other aviation stakeholders to promote highest levels of aviation safety, security and sustainability in the Region.

2.10 As resolved under A39-12 by the Assembly, the GASP and GANP plans shall provide the frameworks in which regional, sub-regional and national implementation plans will be developed and implemented, thus ensuring consistency, harmonization and coordination of efforts aimed at improving international civil aviation safety, capacity and efficiency. The resolution further urged Member States to develop sustainable solutions to fully exercise their safety oversight and air navigation responsibilities which can be achieved by sharing resources, utilizing internal and/or external resources, such as regional and sub-regional organizations and the expertise of other States.

2.11 In tandem with the Regional Sub-Office (RSO) in Beijing, the APAC office coordinates with States implementation of ICAO Global Air Navigation Plan (GANP) and the Global Aviation Safety Plan (GASP), set out regional expectations, priorities and targets for States, agreed at regional fora such as the Asia Pacific Air Navigation Planning and Implementation Regional Group (APANPIRG) and the Regional Aviation Safety Group (RASG-APAC) and ought to reflect in national planning frameworks.

2.12 The Beijing Declaration marks an important step in aviation in the region, and it set out clearly, the commitment unanimously agreed upon by the thirty-two Member States who participated in the historical event which calls for all stakeholders of aviation in the region to work in mutually coordinated, collaborated and cooperated passion to achieve the targets declared. The Beijing Declaration is a monumental document which lays foundation for collaborative and harmonized approach to work towards safe, secure and sustainable aviation in the Asia and Pacific region.

2.13 ICAO, working through various global programmes such as technical cooperation, global aviation training and through key initiatives such as 'No Country Left Behind' and the future Global Aviation Safety Oversight System (GASOS) supports States to fulfil their international obligations and commitments. While deriving benefits from such support, it is vital for States around the globe to work through collaborative efforts such as Cooperative Development of Operational Safety and Continuing Airworthiness Programmes (COSCAPs) and other types of Regional Safety Oversight Organizations (RSOOs).

2.14 In addition, the establishment of Regional and/or Sub-Regional Accident and Incident Investigation Organizations (RAIOs) can provide economies of scale by pooling and sharing of required resources which would allow States with insufficient resources to undertake effective investigations, thus fulfilling their obligations under Article 26 of the Chicago Convention and improve on the currently lowest global EI average of 55.54% for the area of accident investigation.

2.15 There are 15 RSOOs including COSCAPs established around the world with 161 participating States. These RSOOs range from basic Level 1 RSOO like COSCAPs to full delegation Level 3 RSOOs. In addition, there are 4 RAIOs functioning with 36 States as members in various regions. The cooperative arrangements in the APAC Region where 24 Aviation Administrations are members of the three COSCAPs in Asia and the Pacific Aviation Safety Office (PASO) could pursue to sustain safety oversight capabilities of the respective member States through a collaborative and harmonized manner with more delegation of safety oversight functions.

2.16 In recognizing of the importance of broadening and strengthening the global aviation security regime to meet new and emerging threats, ratification of law instruments which have been developed and adopted under the auspices of ICAO is essential. Therefore, the States should consider it is important signing and ratification of the Convention on the Suppression of Unlawful Acts Relating to International Civil Aviation (Beijing Convention of 2010) and the Protocol Supplementary to the Convention for the Suppression of Unlawful Seizure of Aircraft (Beijing Protocol of 2010) where only 6 and 7 States respectively have either signed or deposited accession.

2.17 Sustainable growth of aviation is important for future economic growth and development, trade and commerce, cultural exchange and understanding among peoples and nations, which is closely relevant in the context of the high growth of air transportation in the Asia and Pacific region, therefore prompt action must be taken to ensure that it is compatible with the quality of the environment and develops in ways that alleviate adverse impacts.

2.18 For sustainable conduct of global civil aviation many of the adverse environmental effects of civil aviation activity can be reduced by the application of comprehensive measures embracing technological improvements, more efficient air traffic management and operational procedures, aircraft recycling, the use of clean, renewable and sustainable energy sources, the appropriate use of airport planning, land-use planning and management, and market based measures.

3. ACTION BY THE CONFERENCE

3.1 The Conference is invited to:

- a) note the contents of the paper;
- b) collaborate and work towards achieving targets in the Beijing Declaration in a harmonized manner;
- c) make appropriate efforts to enhance compliance with Annex 17 – Security Standards, realize the key priorities for aviation security detailed in the GAsEP and APAC Roadmap and increase the level of effective implementation of the Critical Elements of a State’s Aviation Security Oversight System to meet, and exceed where possible, the relevant aspirational targets;
- d) take advantage of and/or help to provide available aviation security technical assistance and capacity development opportunities in collaboration with ICAO, CASP-AP and relevant partners
- e) Member States and Partners to support the three COSCAPs in Asia, the Flight Procedures Program and PASO to strengthen their capability as regional mechanisms to assist States in providing safety oversight functions and safety management through greater harmonization and collaboration, and with enhanced efficiency and effectiveness.

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