

**58th CONFERENCE OF
DIRECTORS GENERAL OF CIVIL AVIATION
ASIA AND PACIFIC REGIONS**

*Dhaka, Bangladesh
15–19 October 2023*

- AGENDA ITEM 10: OTHER BUSINESS
- b) THEME TOPIC FOR THE
 FORTHCOMING CONFERENCE
 OF DGCAS

**PROPOSAL ON THE THEME TOPIC FOR THE
59th CONFERENCE OF DIRECTORS GENERAL OF CIVIL AVIATION
ASIA AND PACIFIC REGIONS**

(Presented by Philippines)

SUMMARY

The air transport plays a significant role in facilitating and integrating socio-economic growth of States, communities, and individuals. The integration of the environmental consideration to aviation growth provides an important factor in ensuring the sustainability of the industry as well as providing measures to mitigate the adverse impacts of climate change thus, enhancing the resiliency of the industry and producing spillover effects on sector and sub sector linked to aviation. The International Civil Aviation Organization (ICAO) supports the United Nations Sustainable Development Goals (UN-SDG) emphasizing the role of the aviation sector in fifteen out of the seventeen (15/17) goals. This is further linked with the socio-economic inclusivity through increasing the aviation professionals, participation of women in male dominated industry, accelerating economic growth through the adoption of affordable and sustainable sources of energy, development of inclusive and resilient infrastructure that can withstand the adverse impacts of climate change, reduction of inequalities among member States through facilitation of assistance, training and capacity building under the principle of No Country Left Behind (NCLB).

PROPOSAL ON THE THEME TOPIC FOR THE 59th DGCA CONFERENCE

1. INTRODUCTION

1.1 The 59th Conference of the Directors General of Civil Aviation of the Asia and Pacific Regions (59th DGCA Conference) is set to convene in Cebu City, Philippines in October 2024. This discussion paper proposes for discussion at the 58th Conference a Theme Topic “**Shaping the Future of Air Transport: Sustainable, Resilient, and Inclusive**” which was considered aligned with the current global industry context.

2. DISCUSSION

2.1 The Civil Aviation Authorities are encouraged to support gender responsiveness, diversity, and excellence in providing aviation services, achieving gender equity, inclusivity, and accessibility to all its stakeholders. Furthermore, integrating environmental and sustainability concepts in the end-to-end service delivery through process optimization, adoption of smart technologies and solutions for the benefit of the aviation stakeholders.

2.2 The air transport plays a significant role in facilitating and integrating socio-economic growth of States, communities, and individuals. The integration of the environmental consideration to aviation growth provides an important factor in ensuring the sustainability of the industry as well as providing measures to mitigate the adverse impacts of climate change thus, enhancing the resiliency of the industry and producing spillover effects on sector and sub sector linked to aviation.

2.3 The International Civil Aviation Organization (ICAO) supports the United Nations Sustainable Development Goals (UN-SDG) emphasizing the role of the aviation sector in fifteen out of the seventeen (15/17) goals. This further linked with the socio-economic inclusivity through increasing the aviation professionals, participation of women in male dominated industry, accelerating economic growth through the adoption of affordable and sustainable sources of energy, development of inclusive and resilient infrastructure that can withstand the adverse impacts of climate change and reduction of inequalities among member States through facilitation of assistance, training and capacity building under the principle of No Country Left Behind (NCLB).

2.4 In the latest IATA Air Passenger Market Analysis 1 (IATA, July 2023) the revenue passenger-kilometer (rpk) posed a strong recovery trend of 26.2% from July 2022 and the Asia Pacific played a significant role in the rebound of air travel. The region registered an increase of 67.1% (year or year) and mostly driven by the domestic travel in China (22.5%) supported by the recent development of opening cross border travels. Globally, the traffic is now at 95.6% of the pre-covid level.² (IATA, July 2023).

2.5 IATA has its 25by2025 global initiative to change the gender balance within in the industry. (IATA, 2022) ³ Through Diversity, Equity and Inclusion in the aviation industry it will further supports the increasing number of passengers with an annual growth of 4.8% as part of the 20-year forecast of Boeing’s “Commercial Market Outlook 2023-2042”.⁴ While for the region, the expected annual traffic growth is at 9.5% second to China.

2.6 The rising middle-income households supports the boost of air travel. A recorded 4.2% GDP in the region drives the increasingly balances air travel demand. From 19% in 2019 it is expected in 2042 the increase will be at 22%. The higher growth phases of network, infrastructure, and airline development in the region will be higher than the average growth in the next two decades. (Boeing, 2023).
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2.7 Meanwhile, airports have a significant role as drivers and facilitators of regional

¹ <https://www.iata.org/en/iata-repository/publications/economic-reports/air-passenger-market-analysis--june-2023/>

² <https://www.iata.org/en/iata-repository/publications/economic-reports/air-passenger-market-analysis-july-2023/>

³ <https://www.iata.org/en/about/our-commitment/25-by-2025/#tab-2>

⁴ <https://cmo.boeing.com/>

⁵ ibid

economies. The air transport sector alone facilitates trade, boost tourism and provides employment directly and indirectly in the supporting services. An improvement in the airport facilities aeronautical, non-aeronautical

2.8 translates to an improved economic growth. The demand for multimodal transportation supports the drive for airports to be hubs enabling connectivity, where the transfer of goods and services is facilitated in a more efficient and cost-effective way.

2.9 Further, the increase in air transport translates to an increase in CO2 emissions and needs to be sustained through a stronger combination or balance of both adaptation and mitigation solutions to increase its resiliency towards adverse impact of climate change. Operational effectiveness through fleet modernization, adoption of the renewable sources of energy in airport operations, effective and efficient air traffic management, adoption of sustainable aviation fuel and carbon offsetting are few ways to decarbonize the sector aligned with the 2050 net zero target and Long-Term Aspirational Goal (LTAG).

2.10 Pursuing sustainability in the sector involves just transition to allow all actors in the supply chain to cope up and be able to recalibrate their respective business models. Promoting the use of SAF in the aircraft fleet signifies the industry's interest not just in decarbonization but to emphasize the creation of circular economy translating to better socio-economic benefits.

2.11 The member States in APAC region should be able to be forward looking while ensuring just transition, enhancing collaboration within member States as well as with the private sector, and other actors in the industry. Enhanced capacity building and knowledge sharing, increasing the pool of aviation professionals to ensure continuity of providing safe and secured air transport services will support the sustainability of the industry aligned with its long-term goals.

3. ACTION BY THE CONFERENCE

3.1 The Conference is invited to:

- a) Discuss and adopt the proposed Theme Topic for the 59th DGCA conference of Asia and Pacific Regions;
- b) Give emphasis accordingly to the matters coming under the theme topic in formulating discussion and information papers; and
- c) Develop a roadmap for future actions on sustainability, resiliency and inclusivity with the involvement of all stakeholders in the aviation supply chain (e.g. private sector, manufacturer, ANSP providers, regulators, CAA) to boost their respective economies of scale.

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