



International Civil Aviation Organization

WORKING PAPER

A37-WP/7

EC/3

18/6/10

Corrigendum No. 3

17/9/10

ASSEMBLY — 37TH SESSION

ECONOMIC COMMISSION

Agenda Item 53: Economic Analysis

ECONOMIC ANALYSIS

(Presented by the Council of ICAO)

CORRIGENDUM NO. 3

1. Please amend subparagraph d), under the Action by the Assembly in the executive summary to read as follows:

d) support of CAEP and TFGs by providing forecasts and economic analysis as necessary;

2. Please amend paragraphs 3.1, 3.2, 3.3, 4.5 and 6.2 to read as follows:

3.1 The Secretariat implemented a new air traffic forecasting methodology in order to ensure a better alignment with ICAO Strategic Objectives and to enhance the value of the forecasts to their users. The new long term air traffic forecasts, for the period 2010 to 2030, have recently been completed and will be published in a new format in 2011. These forecasts were prepared using econometric modelling based on a bottom-up approach. Medium-term forecasts for a three-year period were prepared for world scheduled airline passenger traffic only, and by region of registration, and published for the years 2008-2010, 2009-2011 and 2010-2012.

3.2 The Secretariat continued to provide assistance to the regions in the development of forecasts and other planning parameters required by the respective Planning and Implementation Regional Groups (PIRGs). Six TFG meetings have been held in the Asia/Pacific, Middle East, Caribbean/South American and African Regions. The work of these TFGs has been published in electronic form in *Asia/Pacific Area Traffic Forecasts 2008-2025* (Doc 9915), *Caribbean/South American Regional Traffic Forecasts 2007-2027* (Doc 9917), and *African-Indian Ocean Regional Traffic Forecasts 2008-2028* (Doc. 9939). Traffic forecasts for Asia/Pacific Area and Caribbean/South America will be updated and published in 2010 following the meetings of the two respective TFGs. Regional workshops on forecasting and economic planning were held in Nairobi for States in the Eastern and Southern African region and in Mexico for the benefit of States in the Caribbean and South American region.

3.3 Forecasting and economic analysis support continued to be provided to the CAEP, in particular to its Forecast and Economic Analysis Support Group (FESG). During the triennium, this support included leading contributing to the development of global traffic and fleet forecasts up to the year 2026 and 2036, preparing a contributing to the scoping document study on alternative forecasting

Corrigendum No. 3

~~options for CAEP approaches,~~ and reviewing the lessons learned from analysis of existing environmental trading systems.

4.5 As ~~requested by the mentioned in ICAO Council~~ State letter EC 7/27-08/47, a study was launched in 2008 to assess global and regional licensed personnel requirements as well as the corresponding training capacity. In line with the strong development of air transport between 2004 and 2007, the demand for licensed personnel has dramatically increased and is likely to follow an exponential trend. The study aims at estimating potential shortages over the next twenty years based on 2008 data and projections provided by the Member States on the training capacity of their certified training organizations. ~~The results of the study, including 20-year forecasts, will be published in 2011.~~

6.2 Support to environmental analysis will continue to be provided by collecting, generating, analyzing, and disseminating ~~accurate~~ aviation-related data, notably fuel consumption. ~~In the context of the support given to CAEP, and in order to ensure harmonization as concluded in the recently held CAEP/8, the CAEP will be requested to review the new ICAO traffic forecasting methodology with the aim of producing and adopting one set of ICAO's long term traffic forecast.~~

— END —