

Concluding Communiqué:

Second ICAO World Aviation Forum

Building on the conclusions reached during the inaugural 2015 ICAO World Aviation Forum (IWAF), particularly with respect to the determination that aviation has a significant impact on economic development and growth, ICAO Member States, international organizations, financial institutions and industry groups attending the second ICAO World Aviation Forum in 2016 (IWAF2) reconfirm this priority while stressing the importance of rapid air connectivity for States.

We will work to renew cooperative momentum to:

- *Identify* and enhance the partnership and financing required to accelerate the implementation of international civil aviation global standards and policies, plans and programmes in support of the *No Country Left Behind (NCLB)* initiative;
- *Ensure* sufficient resources for sustainable aviation development, using existing and new mechanisms, by placing aviation in the heart of national development strategies with a view to enhancing the priority given to financing aviation;
- *Highlight* that despite aviation's cross-cutting nature, and multiple links to other economic sectors, it receives limited funds and resources to support its future sustainable development; and
- *Reaffirm* that strong, long-term partnerships between States, international and regional organizations, the industry, the donor community as well as financial institutions, are essential to mainstream the priorities of the aviation sector into the NCLB initiative, the integrated transport system planning and development efforts, so that no country is left behind.

Mindful of these points, IWAF participants will furthermore:

- 1) *Acknowledge* the steady progress being made under the NCLB initiative and indicated a strong will to accelerate its implementation, which aims to provide direct support to States requiring the most assistance, ranging from building capacity for aviation growth and development to promoting the benefits of resource mobilization for, and investing in, air transport.
- 2) *Recognize* the special needs and structural characteristics of Small Island Developing States (SIDS) and Landlocked Developing Countries (LLDCs), as well as Least Developed Countries (LDCs), in the coordination, prioritization, facilitation and implementation of assistance programmes through the ICAO Aviation Partnerships for Sustainable Development.
- 3) *Request* ICAO, in cooperation with the United Nations, States and international organizations, to develop a universally-accepted methodology to measure aviation's gross domestic product (GDP) relative to overall economic activity, to better showcase the economic benefits of aviation to the public.
- 4) *Emphasize* the urgent need to strengthen capacity for States to develop business cases and analyse high-quality disaggregated aviation data, which can be used to accurately estimate the requirements (financial and otherwise) for identified projects, reduce investment risks and uncertainty, and evaluate the return on the investments.

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- 5) *Encourage* States to share information, best practices, data and statistics, and training and guidance, in the development of their aviation industry including funding and financing of infrastructure, capacity building, emission reduction and safety and security improvements efforts.
- 6) *Encourage* States to establish autonomous entities to operate airports and/or air navigation services in view of the experience gained worldwide that indicates that airports and air navigation services that are operated by autonomous entities demonstrate improved overall financial situation and managerial efficiency.
- 7) *Encourage* States to take pragmatic measures to build a transparent, stable and predictable investment climate to support aviation development, for example, by engaging multi-stakeholders, diversifying funding sources and elevating the role of private sector, including through private investment, business reform, private finance initiative, public-private partnership and various incentive schemes.
- 8) *Reiterate* that innovation and technology enhances global connectivity – fundamental enabler of local prosperity realized through dependable access to air services – while improving economic and operational efficiency of the civil aviation system in view of safety, security, life-cycle costs, resilience against natural disasters and environmental sustainability.
- 9) *Reaffirm* ICAO's leadership role in developing a coherent global regulatory framework for civil aviation, removing impediments to sustainability of air transport and creating better business environment to promote tourism, trade and investment.
- 10) Welcome the commitments by:
 - i. *States* to develop their respective civil aviation master plans linked to national development plans, in line with the global and regional aviation plans and priorities established by ICAO;
 - ii. *International and regional organizations* to broaden outreach in States to obtain the engagement of high-level authorities beyond the transport sector;
 - iii. *Financial institutions* to alleviate constraints on financing development for the aviation sector, including quality infrastructure investment, and examining the feasibility of creating investment pools and a financial marketplace in which aviation related projects can be consolidated and promoted;
 - iv. *Industry sector*, in coordination with States, to clearly demonstrate where financing is required through gap-analyses between forecasted demand and capacity needed, and deficiencies in infrastructure; and
 - v. *All stakeholders*, each with its own comparative advantages, to establish strong partnerships with a view to mobilizing and coordinating all available resources for sustainable aviation development, as well as including aviation in the agenda of relevant meetings of the international development community;

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- 11) *Welcome* the work of the United Nations Secretary-General's High-Level Advisory Group on Sustainable Transport, highlighting the need, inter alia, to:
- i. *Integrate* all sustainable transport planning efforts with a balanced development of transport modes;
 - ii. *Create* supportive institutional, legal and regulatory frameworks at the national level; and
 - iii. *Foster* an informed, engaged public as a crucial partner in advancing sustainable transport solution.
- 12) *Acknowledge* that the implementation of the NCLB initiatives will contribute ultimately to the realization of the international development priorities, particularly the United Nations 2030 Agenda for Sustainable Development.

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