

ICAO STATES TODAY 2022

RECONNECTING THE WORLD



| ICAO

PIONEERING SUSTAINABLE AEROSPACE FOR A SAFE AND UNITED WORLD



We are on a mission to pioneer sustainable aerospace for a safe and united world. That's why we are committed to bring the first zero emission aircraft to market by 2035, paving the way to decarbonisation for future generations to come.

AIRBUS



► Mr. Guillaume Faury

MESSAGE FROM

Chief Executive Officer Airbus

It's heartening to see ICAO's members together again. Our global industry needs the global leadership which ICAO alone provides.

This year's assembly is one of the most important gatherings in aviation's history. By embracing carbon neutrality, ICAO can unleash a wave of sustainable innovation and send a powerful message about aviation's commitment to curbing CO₂ emissions.

The timing is right. Aviation has a feasible path to net-zero in 2050. The next decade will see increasingly fuel-efficient planes and air traffic management, and the growth of Sustainable Aviation Fuels (SAF). Hydrogen-powered flight will arrive in the 2030s. Direct Air Carbon Capture technology is becoming viable for hard-to-abate industries like aviation. It captures CO₂ from the atmosphere and stores it safely and permanently underground.

It's an era of extraordinary innovation. It's also a time of extraordinary cooperation. New partnerships on SAF and hydrogen are appearing by the month, involving airlines, manufacturers, airports and energy companies. The industry is uniting behind the goal of carbon neutrality.

What more is needed? The answer is truly global policies for a global industry. Decarbonisation is a journey the world must make together. A clear signal about the worldwide sector's commitment to reducing emissions would trigger investment and employment opportunities on a global scale. Any doubt about the industry's direction of travel would be removed.

The alternative is unthinkable: a world of uneven progress; of markedly different policy regimes in different regions and of uncertainty and instability. The industry would no longer compete on a level playing field, distorting the market and undermining decarbonisation. Political pressure on aviation would mount, increasing the risk of restrictions on flying. There would be few, if any, winners.

The COVID-19 crisis has highlighted aviation's contribution. Our sector reunites people with their families and friends. We bring people together across borders and cultures. We support trade, economic development and diplomacy. Remember that prosperity and stability are essential for countries to transform their economies and energy systems this decade, and meet their climate targets.

That's why this assembly matters. Our industry is reimagining the future of aviation and reinforcing its place in society. With a global policy framework, our efforts would be more powerful and far-reaching. By supporting carbon neutrality, ICAO's members can make the next chapter in aviation's history the most exciting yet and leave a proud legacy for future generations.

ICAO STATES TODAY

YOUR DIRECT CONNECTION TO 193 ICAO MEMBER STATES

VOLUME 2022



Copyright ©2022, International Civil Aviation Organization

International Civil Aviation Organization
999 Robert-Bourassa Boulevard
Montréal, Quebec, Canada
H3C 5H7
www.icao.int

Digital Revamp
Authorized ICAO Sales & Media Agent
W: www.digitalrevamp.com
E: icao@digitalrevamp.com

The content of this publication is protected by copyright, details of which are available from the Publisher. No part of this publication may be reproduced, stored in retrieval systems or transmitted in any form or by any means – electronic, mechanical, photocopying, recording or otherwise – without the prior permission of the copyright owner. The advertisers or States concerned are solely responsible for the content of advertisements; information contained therein does not necessarily represent or reflect the views, opinions and policies of the International Civil Aviation Organization.

Published in Montréal, Canada.

ISBN: 978-92-9265-884-7

Photography

ICAO extends appreciation to the States, organizations and photographers who graciously supplied photographs for this publication.

Sources

Official short form names of all ICAO Member States established by the United Nations multilingual terminology database UNTERM are used throughout the ICAO STATES TODAY publication. State Capital, Currency and Official Language(s) have also been sourced from UNTERM. Gross Domestic Product and Population statistics are sourced from the World Bank and are for 2019. The Air Transport Statistics supplied by Member States are for 2019.

Publisher
ICAO
info@icao.int

Project Manager
Alexandra Paré
apare@icao.int

Editor
Denis Chagnon
dchagnon@icao.int

Graphic Designer
Cynthia Atallah
catallah@icao.int

Coordinator
Emily Muller
ist@icao.int

MEA TRAINING AND CONFERENCE CENTER



ICAO

TRAINAIR PLUS™

BRONZE ASSOCIATE



Being the first established professional Airline Training Center in the Middle East Region, Middle East Airlines Training & Conference Center (MEATCC) is an Approved Training Organization certified by the "Directorate General of Civil Aviation" (DGCA), endorsed by the "European Aviation Safety Agency" (EASA), and is a full member of the "International Civil Aviation Organization" (ICAO) TRAINAIR PLUS program.

The Training Center offers Flight Crew, Cabin Crew, Commercial, Ground Operations, Maintenance and

other certified training programs. In addition, MEATCC delivers courses with its key partners, the "International Air Transport Association" (IATA) and the "Arab Air Carriers' Organization" (AACO).

The remarkable Conference Center, which comprises a state-of-the-art auditorium and a lavish ballroom, is designed to host local, regional and international conferences and supports a variety of corporate, academic and cultural events.



A320 - A330 Flight
Training Devices



A321 NEO Cabin
Emergency
Evacuation Trainer



Airbus A320 Full
Flight Simulators



Auditorium



Ballroom

Global Aviation Training Hub ✈️

Move Towards to Your Dreams We are Ready to Take You Higher

As one of the best aviation training centers in Northeast Asia, Incheon Airport Aviation Academy (IAAA) has offered comprehensive training programs for over 9,400 aviation professionals from 150 countries since 2008.

> Join us and take your aviation career to the next level.

Incheon Airport Aviation Academy

2022
1st ICAO-ACI dual recognition

2019
IATA Training Center

2011 & 2014
ICAO TRAINAIR PLUS full member &
Regional Training Centre of Excellence

2007
ACI Global Training Hub



Incheon Airport

Contents

10	MESSAGE FROM THE PRESIDENT OF THE COUNCIL
11	MESSAGE FROM THE SECRETARY GENERAL
12	MESSAGE FROM CANADA'S MINISTER OF TRANSPORT
13	MESSAGE FROM THE MAYOR OF MONTRÉAL
18	EAST AND SOUTH AFRICA
48	WEST AND CENTRAL AFRICA
94	ASIA / PACIFIC
148	EUROPE & NORTH ATLANTIC
212	MIDDLE EAST
232	NORTH AMERICA, CENTRAL AMERICA & CARIBBEAN
256	SOUTH AMERICA



MESSAGE FROM THE PRESIDENT OF THE COUNCIL **MR. SALVATORE SCIACCHITANO**

The ICAO that meets for the 41st session of its Assembly is in many ways a different and more resilient organization. The coronavirus disease (COVID-19) has literally changed the way we do business and given new impetus to our traditional values of consensus, commitment and cooperation.

At the onset of the pandemic, together, we helped keep the world connected through the Council's Aviation Recovery Task Force. It produced practical and timely guidance to governments and industry for restarting the international air transport sector and for recovery from the impacts of COVID-19 in a globally coordinated manner.

We can be proud of our collective achievement, working as always in close collaboration with industry stakeholders and other members of the international community. Thanks to such collective efforts, recovery is well under way.

At this Assembly, we turn our sights to 'Reconnecting the World', to ensure that conditions are in place for the sustainable development of international civil aviation for decades to come.

From technologies that are revolutionizing the way we move people and goods close to earth and in space, the challenges we face are daunting and growing exponentially more complex with an industry and a world evolving more rapidly and more unexpectedly than ever before.

Towering above them is the climate change emergency. Enormous progress has been made to reduce the impact of aviation on the environment through technological advances, more efficient air navigation and operational procedures, and sustainable aviation fuel. We are, however, in a race against time. What is required is bold, decisive and coordinated action. In short, we need an environmental roadmap and we need to hold to it. That may be our biggest and most pressing challenge.

COVID-19 has taught us that we can change, we can adapt, we can master new ways of working together and with the world around us. A hybrid format for an Assembly was unheard of two years ago yet it is now a reality. We can do what we put our minds to.

Just over a century ago, aviation was still a dream. Today, it is part of the fabric of our global society. It remains a powerful force for good - economically, socially and culturally. It is difficult to imagine a world without air transport.

As we move ahead with 'Reconnecting the World', let us remember why ... to provide the peoples of the world with a safe, secure and sustainable global air transport system.



MESSAGE FROM THE SECRETARY GENERAL **MR. JUAN CARLOS SALAZAR**

The addition of one small word to the theme of the 41st Session of the ICAO Assembly, 'Reconnecting the World', provides powerful insight into the fundamental transformation occurring throughout ICAO as a result of the coronavirus disease (COVID-19) pandemic.

Reconnecting **WITH** the World.

While we are still digesting the full impact of the pandemic on the Organization and the global aviation community, we observe that COVID-19 has both kept us apart and brought us closer together, in greater numbers and more often, irrespective of time zones or locations.

Virtual connectedness makes it possible to reach and invite to ICAO conferences and meetings a wider range of subject experts and observers who otherwise might not be able to join us, for budgetary or scheduling reasons. This widens and enriches tremendously the scope of our knowledge, understanding and actions.

Extremely valuable is the contribution to ICAO venues of other aviation practitioners from States and industry who can share, sometimes for the first time, their ideas, concerns and opinions. This inclusive levelling of the playing field can and will strengthen the ICAO collaborative process.

In fact, remote communications are enhancing our traditional relationship-building activities based on 'in person' meetings and events, still essential for open and frank discussions on a myriad technical, administrative and diplomatic issues.

Our seven regional offices have enthusiastically embraced virtual connectedness with positive results everywhere, initially in addressing the impacts of the COVID-19 pandemic on air transport operations and now in helping to meet the enormous challenges associated with the recovery, keeping clearly focused on the safety, security and sustainability of our global air transport system.

As we move forward, a hybrid format combining the best attributes of 'in person' and 'virtual' meetings will prove extremely useful, if not necessary. The world gets exponentially more complex and aviation must deal with issues that are likewise ever more complicated and interrelated. And it must do so in the most effective and efficient manner.

These are exciting and demanding times. Challenges are greater than ever, and the resources at our disposal are constrained. We owe it to ourselves and to the world we serve to make the most of modernization and innovation in technology and processes as we reconnect with the world.

MESSAGE FROM CANADA'S MINISTER OF TRANSPORT
MOT DU MINISTRE DES TRANSPORTS DU CANADA

OMAR ALGHABRA



As Host State of ICAO, Canada is proud of its relationship with the Organization. Together with our partners, the Province of Québec and the City of Montréal, Canada facilitates the work of Representatives and Delegates to the Organization and is pleased that Montréal has been the natural home of ICAO for over 75 years.

ICAO has played a key leadership role in guiding the development of aviation, and we can all be proud of the many successes of international civil aviation.

One of the greatest benefits of aviation is that it brings people together. It is by working collaboratively—in Council, Committees, the Air Navigation Commission and in the many Panels of ICAO that we continue to bring measurable improvements to civil aviation safety, efficiency, capacity, security and the environment.

For example, in March 2020, Canada announced the Safer Skies Initiative, including proposals unanimously endorsed by the ICAO Council. The Initiative brings together global civil aviation authorities and partners from international organizations, industry and ICAO to enhance the safety and security for commercial airlines in or near conflict zones.

Canada continues to work with ICAO Member States to further enable air travel and tourism recovery from the coronavirus disease (COVID-19) pandemic, while also addressing the concerning shortage of aviation professionals. By examining barriers and necessary incentives, Canada is working to increase the presence of women and other under-represented groups in aviation, always striving for a diverse and inclusive sector. We are also working to support the efforts of ICAO to promote environmentally sustainable aviation growth.

Welcome to Canada, bienvenue à Montréal! We look forward to continuing this wonderful partnership with all of you at ICAO.

En tant qu'État hôte, le Canada est fier de sa relation avec l'Organisation de l'aviation civile internationale (OACI). En collaboration avec nos partenaires, la province de Québec et la Ville de Montréal, le Canada facilite le travail des représentants et des délégués de l'Organisation et se réjouit du statut de Montréal en tant qu'hôte naturelle de l'OACI depuis plus de 75 ans.

L'OACI a joué un rôle clé de leadership en guidant le développement de l'aviation et nous pouvons tous être fiers des nombreux succès de l'aviation civile internationale.

L'un des plus grands avantages de l'aviation est son pouvoir de rassembler les gens. C'est en travaillant de manière collaborative, au sein du Conseil, des comités, de la Commission de navigation aérienne et des nombreux groupes de travail de l'OACI que nous continuons d'apporter des améliorations mesurables à la sécurité, l'efficacité, la capacité, la sûreté et l'environnement.

Par exemple, en mars 2020, le Canada a annoncé l'initiative sur la sécurité aérienne qui comprend des propositions approuvées de manière unanime par le Conseil de l'OACI. L'initiative réunit les autorités mondiales de l'aviation civile et des partenaires d'organisations internationales, de l'industrie, et l'OACI pour améliorer la sûreté et la sécurité des transporteurs aériens commerciaux dans les zones de conflit et à proximité.

Le Canada continue de travailler avec les États membres en faveur de la poursuite du rétablissement des voyages aériens et du tourisme à la suite de la pandémie de COVID-19, tout en affrontant la pénurie préoccupante de professionnels de l'aviation. En examinant les barrières et les mesures incitatives nécessaires, le Canada travaille à augmenter la présence des femmes et d'autres groupes sous-représentés, avec un secteur diversifié et inclusif comme objectif continu. Nous travaillons également à appuyer les efforts de l'OACI pour promouvoir une croissance de l'aviation durable sur le plan environnemental.

Bienvenue au Canada, bienvenue à Montréal ! Nous nous réjouissons de poursuivre ce magnifique partenariat avec vous tous, à l'OACI.

MOT DE LA MAIRESSE DE MONTRÉAL
MESSAGE FROM THE MAYOR OF MONTRÉAL

VALÉRIE PLANTE



"Reconnecter le Monde", voilà une thématique des plus actuelles. Montréal est une ville internationale, un pôle d'innovation, une destination culturelle et touristique et une métropole d'affaires. Montréal est ouverte sur le monde. Le secteur de l'aviation demeure, en dépit de deux ans de pandémie, déterminant pour le rayonnement et la vitalité de notre métropole. C'est pourquoi nous continuons de tisser les liens qui nous unissent et qui ont parfois été éprouvés au cours de cette crise mondiale.

Montréal est fière d'être la ville hôte de l'OACI depuis sa création. Nous cultivons un profond attachement envers cette prestigieuse organisation internationale qui, au fil du temps, a contribué à faire de Montréal une plaque tournante de l'aviation civile internationale.

Le monde de l'aviation a surmonté plusieurs défis de taille pendant la pandémie. Elle aura à en relever d'autres encore plus importants dans les années à venir, notamment pour lutter contre l'urgence climatique. La décarbonation de l'aviation est cruciale dans cette lutte et elle peut s'accomplir sans nuire à notre capacité de connecter les différentes régions du monde entre elles.

Les actions environnementales que l'OACI a déjà entreprises, telles que le Programme d'assistance, de renforcement des capacités et de formation de l'OACI pour les carburants d'aviation durables (ACT-SAF), nous démontrent le sérieux de son engagement. Nous nous en réjouissons.

Depuis 1944, l'OACI assure la croissance soutenue du système mondial de l'aviation civile. Je suis convaincue que la 41e session de son Assemblée triennale sera à l'image de son remarquable parcours et marquée par des échanges fructueux, desquels émergeront des solutions pérennes, pour un monde durable et reconnecté.

"Reconnecting the World" is a very relevant theme. As an international centre of innovation, cultural and tourist destination and business metropolis, Montréal is open to the world. Despite the coronavirus disease (COVID-19) pandemic, the aviation sector remains a key factor in the influence and vitality of our city. This is why we continue to build the ties that unite us, which at times have been tested due to this global crisis.

Montréal has been proud to be the host city of ICAO since its creation. We have a deep attachment to this prestigious international organization, which has contributed to making Montréal a hub of international civil aviation for many years.

The aviation world has overcome several major challenges during the COVID-19 pandemic. It will face even greater trials in the future, particularly in the fight against the climate crisis. Decarbonizing aviation is crucial in this fight, and it can be accomplished without undermining our ability to link different regions of the world.

The environmental actions that ICAO has already taken, such as the Assistance, Capacity-building and Training for Sustainable Aviation Fuels (ACT-SAF) programme, show us the seriousness of the organization's commitment to sustainability. We welcome these efforts.

Since 1944, ICAO has ensured the continued growth of the global civil aviation system. I am confident that the 41st Session of the Assembly of ICAO will reflect the organization's remarkable record and will be characterized by fruitful exchanges that will foster lasting solutions for a sustainable and reconnected world.



Safety Oversight Management Software



Jörg Kottenbrink, CEO EMPIC GmbH

» EMPIC-EAP® benefits from two main release updates every year, which ensure the software continues to evolve to meet current best practice. These updates form part of the Maintenance Service contract and come at no additional cost – once purchased, EMPIC-EAP® will always be kept up to date! Twice a year the collaborators meet at our headquarters in Erlangen to discuss any changes and improvements required and to prioritise the future development programme. This emphasis on user-determined enhancements drives our high levels of customer satisfaction. **“Built with Regulators for Regulators”**«



What is EMPIC-EAP®?

EMPIC-EAP® is a software suite comprising 40+ separate, yet fully integrated modules covering all aspects of the aviation regulator's remit, and which can be deployed in total, or in part, to meet a regulator's specific needs. EMPIC-EAP® handles the day-to-day tasks associated with accepting applications, making assessments of their suitability, issuing approvals/licences etc. together with the subsequent continuing oversight. Dashboards, combined with powerful reporting and analysis tools, provide a comprehensive overview on the strategic level. Safety and security risks are evaluated on the basis of real-time data for performance assessment on the industry as well as the regulator.

EMPIC-EAP®: “The single source of truth”

Who are EMPIC?

Since 2001 EMPIC GmbH have become the market leader for configurable standard software, tailor-made for aviation regulators through its flagship product, EMPIC-EAP®. The development work has been undertaken in collaboration with National Aviation Authorities to ensure the product comprehensively meets the requirements of the regulator and is continuously updated to meet a changing regulatory landscape. “Built with regulators for regulators”. Our software solution transforms the regulator's daily work of maintaining compliance with international and national aviation regulations and at the same time provides senior management with the overview they require to control risk and to develop strategy. EMPIC-EAP® is a fully integrated yet modular Safety and Security Oversight Management System for the 21st century. Users of EMPIC-EAP® report time and cost efficiencies, improved compliance, internal standardisation, better visibility of emerging safety risks and positive stakeholder engagement.

Value for Money

EMPIC-EAP® is a proven “Out of the Box” solution with high level of configurability. EMPIC GmbH has experience with over 30 implementations in a wide variety of environments – we are confident that we can plan your project to time and to budget. Consequently, your risk of cost, time or performance failures is virtually eliminated.

The development and maintenance costs are shared with like-minded regulators and therefore are significantly cheaper than bespoke alternatives.



Contact Details

EMPIC GmbH
Güterbahnhofstrasse 5
91052 Erlangen, Germany

phone: +49 9131 877 0
info@empic.aero
www.empic.aero



MADE
IN
GERMANY

www.empic.aero



ICAO

International Civil Aviation Organization

A specialized agency of the United Nations, ICAO was created in 1944 to promote the safe and orderly development of international civil aviation throughout the world. It sets standards and regulations necessary for aviation safety, security, efficiency and regularity, as well as for aviation environmental protection. The Organization serves as the forum for cooperation in all fields of civil aviation among its 193 Contracting States.

HEADQUARTERS

999 Robert-Bourassa Boulevard
Montréal, Que bec
H3C 5H7
Canada
Tel: +1 514 954 8219
E-mail: icaoheadq@icao.int

REGIONAL OFFICES

Asia and Pacific (APAC) Office

Mr. Tao Ma
Regional Director
252/1 Vibhavadi-Rangsit Road
Chatuchak, Bangkok 10900
Thailand
Tel: +66 2 537 8189
E-mail: apac@icao.int

Eastern and Southern African (ESAF) Office

Mr. Barry Kashambo
Regional Director (Ag)
New Office Facility, Block 4
South wing, Ground floor
United Nations Office at Nairobi
Limuru Rd., Gigiri, Nairobi
Kenya
Tel: +254 20 7622 395, 7622 396
E-mail: icaoesaf@icao.int

European and North Atlantic (EUR/NAT) Office

Mr. Nicolas Rallo
Regional Director
3 bis, Villa Émile Bergerat
92522 Neuilly-Sur-Seine Cedex
France
Tel: +33 1 46 41 85 85
E-mail: icaournat@paris.icao.int

Middle East (MID) Office

Mr. Mohamed Abubaker Farea
Regional Director
Egyptian Civil Aviation Complex
Cairo Airport Road
Cairo, Egypt
Tel: +20 2 2267 4840
E-mail: icaomid@icao.int

North American, Central American and Caribbean (NACC) Office

Mr. Melvin Cintron
Regional Director
Av. Presidente Masaryk
No. 29 - 3rd floor
Col. Chapultepec Morales
C.P. 11570 México, D.F.
Tel: +52 55 52 50 32 11
E-mail: icaonacc@icao.int

South American (SAM) Office

Mr. Fabio Rahnemay Rabbani
Regional Director
Av. Víctor Andrés Belaúnde No. 147
San Isidro
Lima, Peru
Tel: +51 1 611 8686
E-mail: icaosam@icao.int

Western and Central African (WACAF) Office

Mr. Prosper Zo'o Minto'o
Regional Director
Leopold Sedar Senghor
International Airport
Yoff
Dakar, Sénégal
Tel: +221 33 869 24 24
E-mail: icaowacaf@dakar.icao.int

193 MEMBER STATES

101	Afghanistan	26	Djibouti	186	Lithuania	200	San Marino
154	Albania	245	Dominica	187	Luxembourg	93	Sao Tome and Principe
157	Algeria	246	Dominican Republic	34	Madagascar	228	Saudi Arabia
158	Andorra	267	Ecuador	35	Malawi	94	Senegal
20	Angola	219	Egypt	116	Malaysia	201	Serbia
238	Antigua and Barbuda	247	El Salvador	119	Maldives	40	Seychelles
262	Argentina	61	Equatorial Guinea	68	Mali	95	Sierra Leone
159	Armenia	27	Eritrea	188	Malta	133	Singapore
102	Australia	170	Estonia	120	Marshall Islands	202	Slovakia
160	Austria	28	Eswatini	69	Mauritania	203	Slovenia
161	Azerbaijan	29	Ethiopia	36	Mauritius	143	Solomon Islands
239	Bahamas	110	Fiji	253	Mexico	41	Somalia
218	Bahrain	171	Finland	121	Micronesia (Federated States of)	42	South Africa
103	Bangladesh	172	France	189	Monaco	43	South Sudan
240	Barbados	62	Gabon	122	Mongolia	204	Spain
162	Belarus	63	Gambia	190	Montenegro	144	Sri Lanka
163	Belgium	174	Georgia	191	Morocco	229	Sudan
241	Belize	175	Germany	37	Mozambique	272	Suriname
50	Benin	64	Ghana	123	Myanmar	207	Sweden
104	Bhutan	176	Greece	38	Namibia	208	Switzerland
263	Bolivia (Plurinational State of)	248	Grenada	124	Nauru	230	Syrian Arab Republic
164	Bosnia and Herzegovina	249	Guatemala	125	Nepal	209	Tajikistan
23	Botswana	65	Guinea	192	Netherlands	145	Thailand
264	Brazil	66	Guinea-Bissau	126	New Zealand	146	Timor-Leste
105	Brunei Darussalam	268	Guyana	254	Nicaragua	96	Togo
165	Bulgaria	250	Haiti	70	Niger	147	Tonga
51	Burkina Faso	251	Honduras	71	Nigeria	258	Trinidad and Tobago
24	Burundi	177	Hungary	193	North Macedonia	210	Tunisia
52	Cabo Verde	178	Iceland	194	Norway	211	Türkiye
106	Cambodia	111	India	226	Oman	212	Turkmenistan
53	Cameroon	112	Indonesia	127	Pakistan	148	Tuvalu
242	Canada	220	Iran (Islamic Republic of)	128	Palau	44	Uganda
56	Central African Republic	221	Iraq	269	Panama	213	Ukraine
57	Chad	179	Ireland	129	Papua New Guinea	231	United Arab Emirates
265	Chile	180	Israel	270	Paraguay	214	United Kingdom
107	China	181	Italy	271	Peru	45	United Republic of Tanzania
266	Colombia	252	Jamaica	130	Philippines	259	United States
25	Comoros	113	Japan	195	Poland	273	Uruguay
58	Congo	222	Jordan	196	Portugal	215	Uzbekistan
108	Cook Islands	183	Kazakhstan	227	Qatar	149	Vanuatu
243	Costa Rica	30	Kenya	131	Republic of Korea	274	Venezuela (Bolivarian Republic of)
59	Côte d'Ivoire	114	Kiribati	197	Republic of Moldova	150	Viet Nam
166	Croatia	223	Kuwait	198	Romania	234	Yemen
244	Cuba	184	Kyrgyzstan	199	Russian Federation	46	Zambia
167	Cyprus	115	Lao People's Democratic Republic	39	Rwanda	47	Zimbabwe
168	Czechia	255	Saint Kitts and Nevis	256	Saint Lucia		
109	Democratic People's Republic of Korea	185	Latvia	257	Saint Vincent and the Grenadines		
60	Democratic Republic of the Congo	224	Lebanon				
169	Denmark	33	Lesotho				
		67	Liberia				
		225	Libya				
				132	Samoa		

Eastern and Southern Africa



24 MEMBER STATES

Angola	Ethiopia	Namibia	United Republic of Tanzania
Botswana	Kenya	Rwanda	Zambia
Burundi	Lesotho	Seychelles	Zimbabwe
Comoros	Madagascar	Somalia	
Djibouti	Malawi	South Africa	
Eritrea	Mauritius	South Sudan	
Eswatini	Mozambique	Uganda	



MESSAGE FROM THE REGIONAL DIRECTOR MR. BARRY KASHAMBO

The ICAO Eastern and Southern African (ESAF) Regional Office was established in 1983 and is accredited to 24 States and two Territories. Its overall mandate is to support these States and Territories in developing and maintaining national and regional air transport systems that are safe, secure and sustainable. In that process and on their behalf, we also coordinate myriad aviation matters with key political, economic and industry stakeholders and partners across Africa.

This close and productive relationship between the ESAF Office and Member States has resulted in significant progress towards them meeting their many obligations under the Chicago Convention, implementing ICAO Standards and Recommended Practices (SARPs) and adopting various policies and programmes in accordance with the Organization's Strategic Objectives.

Our priorities and activities are anchored in the ICAO *No Country Left Behind* (NCLB) implementation support strategy and more recent initiatives designed to counter the devastating and widespread effects of the coronavirus disease (COVID-19) pandemic on the civil aviation sector.

Since 2020, the ESAF Office has focused on maintaining its traditional level of wide-ranging support to States, notably through remote communications and activities that ensure adherence to ICAO standards and the ICAO Council's Aviation Recovery Task Force (CART) recommendations and recovery guidelines. ESAF remains committed to undertaking a combination of onsite and remote assistance missions to guide States and the industry in establishing a robust and resilient aviation future able to withstand challenging situations such as pandemics.

Of prime consideration are safety and security. Through the Africa-Indian Ocean (AFI) Comprehensive Regional Implementation Plans, and in coordination with ICAO headquarters and regional offices in Dakar, Cairo and Paris, the ESAF office has made great strides in assisting States to meet their respective national and regional targets and raise their Effective Implementation (EI) levels in both in safety and security.

Finally, with fellow United Nations agencies located in Nairobi, ESAF promotes the contribution of air transport to the economic and social development of civil society while working closely with them to address challenges related to environmental protection, bolster airport and city development, combat terrorism, implement public health protocols and facilitate the movement of travellers.



Angola

Member State since 1977
www.anac.ao | Email: anac@anac.ao



STATE FACTS & FIGURES

Capital Luanda	Official Languages Portuguese	Currency Kwanza (AOA)	Area 1 246 700 Km²
Population 31.8 million	Gross Domestic Product (GDP) US\$ 69.3 billion US\$ 2 178 per capita		

AIR TRANSPORT STATISTICS

1 International Airport	20 Domestic Airports	1 National Airline with International Services	11 Foreign Airline Operations
International Traffic 1.2 million passengers	Domestic Traffic 760 736 passengers	International Cargo 130 326 metric tonnes	Domestic Cargo 42 574 metric tonnes

VISION, STRATEGIES AND ACHIEVEMENTS

Vision

Ensure the safety and the excellence of the civil aviation system, by defining and protecting every individual and goods within the airspace and on the ground, and by ensuring that the highest standards for service, aviation safety and security are met.

Strategy

Develop the aviation sector based on regional and international integration, achieve and maintain the highest operating standards, adhere to international rules, ensure higher compliance with ICAO standards, policies and regulations, attract “players” from the aviation marketplace and turn Luanda into a “HUB” to the southern African region.

Achievements

Transition of the National Institute of Civil Aviation (INAVIC) to the National Civil Aviation Authority (ANAC), updating of the civil aviation legislation, split of the National Company for the Exploration of Airports and Air Navigation ENANA into distinct surveillance (SGS) and air navigation (ENNA) components and transmutation of the national airline TAAG, modernization of the air traffic control and air navigation systems, all for greater air operator and passenger safety and security performance.

ANGOLA STATE PROFILE

Angola reforms its civil aviation sector



► Ricardo Viegas D'abreu - Minister of Transport

Angola is diligently pursuing the transformation of its civil aviation undertaken five years ago. The aim is to increase the contribution of air transport to the country's gross domestic product and to involve the private sector in a process of nation-wide economic diversification.

Emblematic of the legislative and organizational reforms to date is the creation in 2021 of the independent National Civil Aviation Authority (ANAC), whose mandate includes maintaining the highest levels of compliance with ICAO Standards and Recommended Practices (SARPs).

As everywhere else, the coronavirus disease (COVID-19) had a catastrophic effect on Angola, most notably on our air transport sector. Nevertheless, with the gradual resumption of regular air connections in September 2020, we believe that the planned reforms will help create the conditions as early as 2023 for the industry to grow sustainably far beyond what we have known in the past. They will certainly help us meet our many challenges and objectives at the national and international levels.

Nationally,
these include:

- ✓ Ensure regulatory and policy harmonization within the national airspace organization, promote harmony and unity in the national civil aviation system, raise the level of qualification of staff throughout the sector and modernize services;
- ✓ Develop a qualification, training and specialization programme specifically for technical staff in order for them to be duly certified and motivated to perform their duties, within a better technical-professional framework;
- ✓ Promote competitiveness within the sector by improving customer service, increasing operational efficiency and reinforcing safety conditions at all levels;
- ✓ Formulate a strategy for ongoing institutional support of the civil aviation sector as an engine for growth and regional/international integration of our economy;
- ✓ Improve air traffic control operations for more efficient airspace management; and
- ✓ Integrate technological advances in adapting processes, digitalization of communication flows and administrative simplification.

At the
international level:

- ✓ Ensure compliance with ICAO SARPs, guaranteeing optimum levels of operational security and enhancing the credibility of the national civil aviation system on the way to becoming a reference in this area;
- ✓ Attract new air carriers in order to establish collaborative approaches and synergies between operators and markets;
- ✓ Enhance connectivity and interoperability between different operators and airport infrastructures, routes and destinations; and
- ✓ Initiate a regional coverage approach to routes and destinations by our national airline.

We are convinced that these reforms and initiatives will contribute significantly to the well-being of the citizens of Angola and allow our country to play an important role in the sustainable development of air transport in Africa and around the world.



Botswana

Member State 1978
<https://www.caab.co.bw/> | Email: caab@caab.co.bw



Image not provided by the Member State. Source: Shutterstock.com

STATE FACTS & FIGURES

Capital Gaborone	Official Languages English, Setswana	Currency pula	Area 602 957 Km²
Population 2.3 million		Gross Domestic Product (GDP) US\$ 16.7 billion US\$ 7 247 per capita	

AIR TRANSPORT STATISTICS*

4 International Airports	2 Domestic Airports	1 National Airline with International Services	4 Foreign Airline Operations
International Traffic 500 421 passengers	Domestic Traffic N/A passengers	International Cargo 6 423 metric tonnes	Domestic Cargo N/A metric tonnes

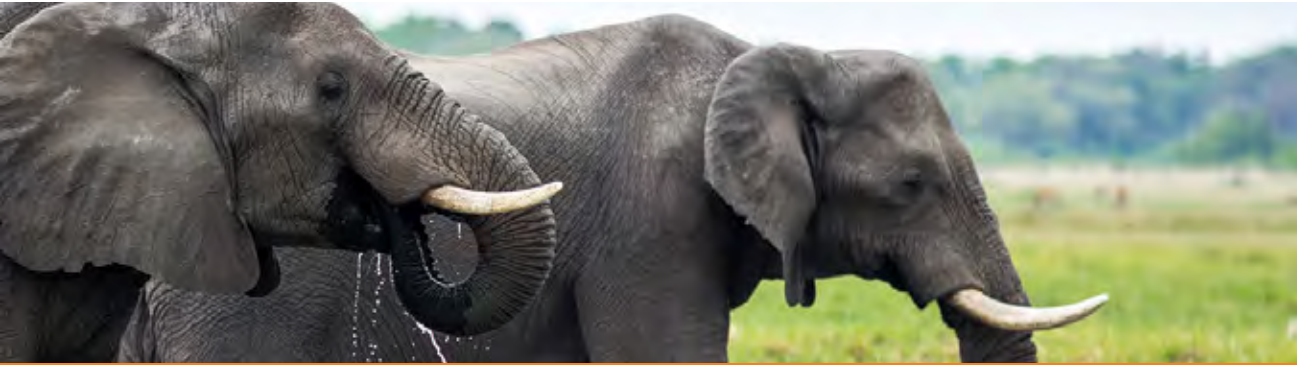


Image not provided by the Member State. Source: Shutterstock.com

* As this publication went to press, updated Air Transport Statistics from the State had not yet reached ICAO. Material from the previous edition of "ICAO STATES TODAY - 75 Years of Progress Since Chicago" was used instead.



Burundi

Member State since 1968
<http://www.aacb.bi/> | Email: aacb@aacb.bi



Image not provided by the Member State. Source: Shutterstock.com

STATE FACTS & FIGURES

Capital Gitega	Official Languages Kirundi, French, Swahili	Currency Burundi franc	Area 27 834 Km²
Population 11.5 million		Gross Domestic Product (GDP) US\$ 2.6 billion US\$ 224 per capita	

AIR TRANSPORT STATISTICS*

1 International Airport	3 Domestic Airports	N/A National Airlines with International Services	4 Foreign Airline Operations
International Traffic 220 695 passengers	Domestic Traffic N/A passengers	International Cargo 2 530 metric tonnes	Domestic Cargo N/A metric tonnes

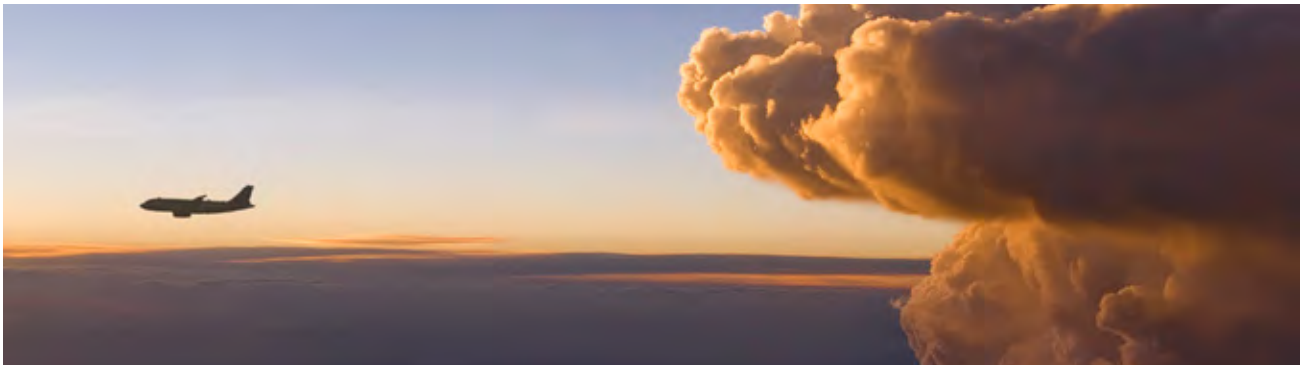


Image not provided by the Member State. Source: GettyImages.ca

* As this publication went to press, updated Air Transport Statistics from the State had not yet reached ICAO. Material from the previous edition of "ICAO STATES TODAY - 75 Years of Progress Since Chicago" was used instead.



Comoros

Member State since 1985
<https://anacm-comores.com/> | Email: direction@anacm-comores.com



Image not provided by the Member State. Source: Shutterstock.com

STATE FACTS & FIGURES

Capital Moroni	Official Languages Arabic, French, Comorian	Currency Comorian franc	Area 2 612 Km²
Population 850 891		Gross Domestic Product (GDP) US\$ 1.2 billion US\$ 1 404 per capita	

AIR TRANSPORT STATISTICS

1 International Airport	2 Domestic Airports	2 National Airlines with International Services	8 Foreign Airline Operations
International Traffic 301 885 passengers	Domestic Traffic N/A passengers	International Cargo 284 metric tonnes	Domestic Cargo N/A metric tonnes



Image not provided by the Member State. Source: GettyImages.ca



Djibouti

Member State since 1978
<https://djibaviationcivile.com/> | Email: civilaviation@intnet.dj



Image not provided by the Member State. Source: Shutterstock.com

STATE FACTS & FIGURES

Capital Djibouti	Official Languages French, Arabic	Currency Djibouti franc	Area 23 180 Km²
Population 973 557		Gross Domestic Product (GDP) US\$ 3.1 billion US\$ 3 173 per capita	

AIR TRANSPORT STATISTICS*

1 International Airport	0 Domestic Airports	1 National Airline with International Services	9 Foreign Airline Operations
International Traffic 300 736 passengers	Domestic Traffic N/A passengers	International Cargo 7 538 metric tonnes	Domestic Cargo N/A metric tonnes



Image not provided by the Member State. Source: Gettyimages.ca

* As this publication went to press, updated Air Transport Statistics from the State had not yet reached ICAO. Material from the previous edition of [“ICAO STATES TODAY – 75 Years of Progress Since Chicago”](#) was used instead.



Eritrea

Member State since 1993



Image not provided by the Member State. Source: Shutterstock.com

STATE FACTS & FIGURES

Capital Asmara	Official Languages Arabic, Tigrigna	Currency nakfa	Area 101 000 Km²
Population N/A		Gross Domestic Product (GDP) N/A	

AIR TRANSPORT STATISTICS*

N/A International Airports	N/A Domestic Airports	N/A National Airlines with International Services	N/A Foreign Airline Operations
International Traffic N/A passengers	Domestic Traffic N/A passengers	International Cargo N/A metric tonnes	Domestic Cargo N/A metric tonnes



Image not provided by the Member State. Source: Shutterstock.com

* As this publication went to press, updated Air Transport Statistics from the State had not yet reached ICAO. Material from the previous edition of [“ICAO STATES TODAY – 75 Years of Progress Since Chicago”](#) was used instead.



Eswatini

Member State since 1973

www.eswacaa.co.sz | Email: info@eswacaa.co.sz



Sibebe Rock – the world's largest granite dome found in the Kingdom of Eswatini



Eswatini women in full swing during the annual Emaganu ceremony in 2022

STATE FACTS & FIGURES

Capital Mbabane	Official Languages English, Siswati	Currency lilangeni	Area 17 200 Km²
Population 1.1 million	Gross Domestic Product (GDP) US\$ 4.5 billion US\$ 3 890 per capita		

AIR TRANSPORT STATISTICS

1 International Airport	0 Domestic Airports	0 National Airlines with International Services	1 Foreign Airline Operations
International Traffic 52 707 passengers	Domestic Traffic 0 passengers	International Cargo 125 332 metric tonnes	Domestic Cargo 0 metric tonnes

VISION, STRATEGIES AND ACHIEVEMENTS

Vision

The Civil Aviation Authority (CAA) of Eswatini aims to achieve compliance with national safety, security, economic and environment legislation and ICAO Standards and Recommended Practices (SARPs) in promoting the growth of the Swazi civil aviation sector.

Strategy

- Transposing SARPs into national legislation
- Continuous improvements in Effective Implementation (EI) of SARPs, such as the 30 per cent achieved in the April 2015 ICAO Coordinated Validation Mission (ICVM) and the 35 per cent in the October 2019 Integrated Validation Activity (IVA) mission

- Plans for Regional Office Safety Teams (ROST) assistance mission in May 2022, ICAO off-site validation activity in August 2022 and on-site cost recovery audit for November 2022
- Regular update of State Safety Plan (SSP) Gap Analysis
- Achievements**
 - Overall increase in the level of EI from 31.5 per cent to 35 per cent
 - Five bilateral air service agreements and 18 Memoranda of Understand (MOU) concluded
 - 26 international air law instruments ratified.



Ethiopia

Member State since 1947

www.ecaa.gov.et | Email: eaa.airnav@ethionet.et



Church of Saint George, Lalibela



Landscape at Dallol Volcano, Afar

STATE FACTS & FIGURES

Capital Addis Ababa	Official Languages Amharic	Currency Ethiopian birr	Area 1.1 million Km²
Population 112 million	Gross Domestic Product (GDP) US\$ 95.9 billion US\$ 856 per capita		

AIR TRANSPORT STATISTICS

4 International Airports	18 Domestic Airports	1 National Airline with International Services	13 Foreign Airline Operations
International Traffic 11.4 million passengers	Domestic Traffic 3.2 million passengers	International Cargo 476 383 metric tonnes	Domestic Cargo N/A metric tonnes

VISION, STRATEGIES AND ACHIEVEMENTS

Vision: Building an internationally-recognized civil aviation sector and serving as a regional hub by 2035.

Strategies:

- Cooperation and partnerships
- Exemplary implementation of ICAO Standards and Recommended Practices (SARPs)
- Provisions of the International Organization for Standardization (ISO)
- An attitude of “think globally, act locally”

Achievements:

- Top 20 in terms of global air connectivity
- Effective Implementation (EI) score of ICAO SARPs of 88.65 per cent
- World-class Flag Carrier status
- Approved Training Organization (ATO) certification under the ICAO TRAINAIR PLUS Programme



Kenya

Member State since 1964

www.kcaa.or.ke | Email: info@kcaa.or.ke



Area Control & Disaster Recovery Centre - Molonglo

STATE FACTS & FIGURES



Capital
Nairobi



Official Languages
Kiswahili, English



Currency
Kenya shilling



Area
582 646 Km²



Population
52.6 million



Gross Domestic Product (GDP)
US\$ 100.4 billion | US\$ 1 909 per capita

AIR TRANSPORT STATISTICS

8 International
Airports



533 Domestic
Airports

15 National Airlines with
International Services



79 Foreign Airline
Operations

International Traffic
5.7 million passengers



Domestic Traffic
4.9 million passengers

International Cargo
374 553 metric tonnes



Domestic Cargo
1 198 metric tonnes

VISION, STRATEGIES AND ACHIEVEMENTS

Two ground-breaking milestones in 2022 will propel Kenyan aviation to an even brighter future. In May, Kenya attained a Sustainability Indicator score of 91.77 per cent under the ICAO Universal Security Audit Programme (USAP). The country now ranks second in Africa and has already reached its 90 per cent target set by ICAO for 2030.

Also this year, the Kenya Civil Aviation Authority (KCAA) issued its fourth Strategic Plan and introduced new vision and mission statements

supported by a clear set of values. This fourth plan emphasizes the development of a robust aviation policy and related civil aviation plans for safety, security and air navigation that will culminate in the development of a Civil Aviation Master Plan.

Fortunately, the recovery of the Kenyan air transport industry from the coronavirus disease (COVID-19) pandemic is encouraging as operators are expanding and reconnecting with traditional markets locally and internationally. The future indeed looks bright!



INTERVIEW WITH

Mrs. Charity Muthoni Musila, Representative to ICAO

In 2022, the Kenya Civil Aviation Authority (KCAA) issued its fourth Strategic Plan. How would you characterize it?

Bold and comprehensive! It covers the period between 2022 and 2028 and is closely aligned with Kenya's long-term development strategy outlined in Vision 2030, which is aimed at transforming the country into a newly industrialized middle-income country by 2030.

As a driver of economic growth, the transport sector will play a key role by enabling the movement of people, goods and services through increased domestic and global connectivity.

How is this Strategic Plan different from the first three, starting in 2002?

I consider the first three Plans as initial building blocks of the solid air transport system we have today. Over the past 20 years or so, the KCAA has made tremendous improvements in terms of enhancing the levels of effective implementation of compliance requirements, oversight capacity, surveillance of the industry and investments in air navigation services infrastructure and training equipment.

In that period, we achieved an enviable aviation safety, security and efficiency record recognized internationally.



► New Nairobi Expressway connecting Jomo Kenyatta International Airport to Nairobi City

Importantly, the Plan was developed based on inclusive and robust discussions with Government, the KCAA board, employees and industry stakeholders.

This will certainly promote commitment and engagement of all parties to its realization.

In 2022, Kenya scored 91.77 per cent under the ICAO Universal Security Audit Programme, thereby ranking 2nd in Africa and having already reached the target set by ICAO for 2030. Kenya's score in 2015 was 88 per cent.

To move ahead in a significant way, we knew that we needed to further emphasize compliance with ICAO requirements through improved oversight and implementation of corrective measures. And we needed to better coordinate our safety and security programmes. At the same time, to improve air navigation and aviation training services, we needed to significantly increase investments in equipment and systems, with particular attention given to maintenance.



► ACI Africa rated Nairobi Jomo Kenya International Airport No. 1 performing airport (cargo) in Africa in 2021, recording a movement of 363 204 tons of cargo.

Accordingly, this fourth Plan emphasizes the development of a robust aviation policy and related civil aviation plans that will culminate in the development of a Civil Aviation Master Plan, or CAMP. These include the Aviation Safety Plan, the Aviation Security Plan and the Air Navigation Services Plan in which buildings, equipment and systems will be prioritized.

The Plan also focuses on the improvement of the legal and regulatory framework, improved capacity-building and compliance with regulations by the industry.

Finally, the Plan addresses accountability, the environment and possible risks that may impede implementation and full achievement of the strategic objectives, suggesting mitigating measures to be put in place against each risk category.

This seems like a major leap forward for Kenya!

As I said at the beginning, bold action was required to bring the air transport system of Kenya to the next level. In fact, the Strategic Plan reflects a new mindset at the KCAA, with a new vision: a vibrant, safe, secure and sustainable civil aviation system. Its new mission is “To manage, promote and develop a sustainable, safe and secure civil aviation system through effective oversight, economic regulation of air transport, provision of air navigation services and delivery of quality training.” And this mission is to be achieved through the shared values of excellence, integrity, resilience, professionalism and responsiveness.

This fundamental shift in approach is also embodied in five key result areas:

1. A Vibrant Policy, Legal and Regulatory Environment
2. Airspace, Technology, Equipment and Infrastructure Development
3. Corporate Image and Reputation
4. Institutional Capacity Development
5. Aviation Training.

All in all, we are very excited at embarking on this next phase in the evolution of our air transport system!

To conclude, what provisions have been made to ensure the success of this fourth Strategic Plan?

It all starts with the right people. To support the initiatives and activities I’ve just described, a new organizational structure was approved in April 2022. The KCAA is currently implementing a robust selection, recruitment and placement process to acquire qualified and highly motivated staff that will deliver targets for enhanced organizational performance and service delivery to the stakeholders.

There will also be investments in automation of services, improvements in systems and processes and institutional risks, quality management and governance issues.

All of these initiatives and more have been meticulously budgeted with defined timeframes and areas of responsibility. Financing is obviously critical and the CAA will pursue avenues aimed at increasing revenue while at the same time ensuring financial stability.

To sum up, the strategic location of the country, the developed horticultural and tourism industries, improved security and conducive investment environment provides the base for the growth of the aviation industry in Kenya.

This growth, aided by the provision of a safe and secure environment for operation, provides opportunity for aviation-related activities to expand, which ultimately leads to the growth of KCAA revenue.

Fortunately, the recovery of industry in Kenya has been encouraging and operations have resumed, with connections re-established with previous markets both locally and at the international level. The future looks bright!



Lesotho

Member State since 1975
<https://www.gov.ls>



Image not provided by the Member State. Source: Shutterstock.com

STATE FACTS & FIGURES

 Capital Maseru	 Official Languages English, Sesotho, Zulu and Xhosa	 Currency loti	 Area 30 360 Km²
 Population 2.1 million		 Gross Domestic Product (GDP) US\$ 2.5 billion US\$ 1 153 per capita	

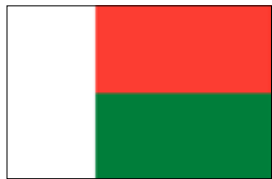
AIR TRANSPORT STATISTICS*

1 International Airport	 20 Domestic Airports	N/A National Airlines with International Services	 1 Foreign Airline Operations
57 409 International Traffic passengers	 Domestic Traffic N/A passengers	N/A International Cargo metric tonnes	 Domestic Cargo N/A metric tonnes



Image not provided by the Member State. Source: istockphoto.com

* As this publication went to press, updated Air Transport Statistics from the State had not yet reached ICAO. Material from the previous edition of “ICAO STATES TODAY – 75 Years of Progress Since Chicago” was used instead.

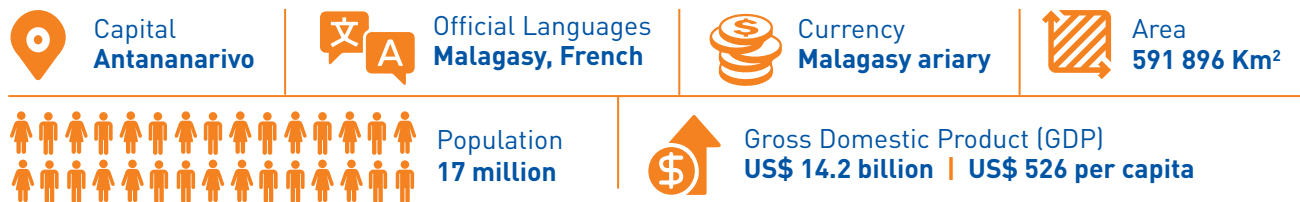


Madagascar

Member State since 1962
www.acm.mg | Email: acm@acm.mg



STATE FACTS & FIGURES



AIR TRANSPORT STATISTICS*



VISION, STRATEGIES AND ACHIEVEMENTS

The Malagasy Civil Aviation Authority has adopted a Strategic Orientation Plan for the sustainable development of air transport.

- We commit to quickly rebuild the aviation sector as we emerge from the effects of the coronavirus disease (COVID-19) pandemic.
- We support the participation of Madagascar in ICAO's Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA).
- We make safety the key element in the development of the air transport industry through enhanced regional and

international cooperation.

- We strengthen connectivity to stimulate the market by optimizing air services agreements and best competition practices.
- We promote aeronautical and airport infrastructure enhancements to further improve connectivity and require that facilities comply with regulatory standards, maximize security and match capacity with demand.
- We ensure that the air transport industry can effectively attract and retain sufficient highly qualified human resources.

* As this publication went to press, updated Air Transport Statistics from the State had not yet reached ICAO. Material from the previous edition of ["ICAO STATES TODAY - 75 Years of Progress Since Chicago"](#) was used instead.



Malawi

Member State since 1964
http://www.malawi.gov.mw/



Image not provided by the Member State. Source: Shutterstock.com

STATE FACTS & FIGURES



AIR TRANSPORT STATISTICS*

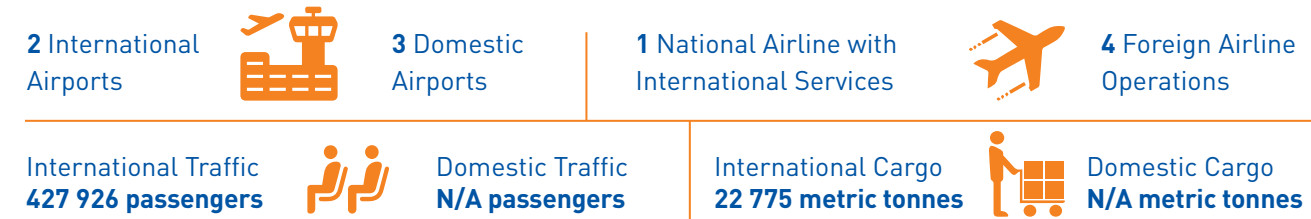


Image not provided by the Member State. Source: istockphoto.com

* As this publication went to press, updated Air Transport Statistics from the State had not yet reached ICAO. Material from the previous edition of ["ICAO STATES TODAY - 75 Years of Progress Since Chicago"](#) was used instead.





Mauritius


Member State since 1970
www.civil-aviation.govmu.org | Email: civil-aviation@govmu.org





STATE FACTS & FIGURES


**Capital**
Port Louis

**Official Languages**
English, French, Creole, Hindi

**Currency**
Mauritian rupee

**Area**
2 040 Km²

**Population**
1.3 million

**Gross Domestic Product (GDP)**
US\$ 14 billion | US\$ 11 097 per capita

AIR TRANSPORT STATISTICS

1 International Airport

1 Domestic Airport

1 National Airline with International Services

18 Foreign Airline Operations

International Traffic
448 168 passengers

**Domestic Traffic**
34 073 passengers

International Cargo
25 059 metric tonnes

**Domestic Cargo**
N/A metric tonnes

VISION, STRATEGIES AND ACHIEVEMENTS

Vision
To provide safe, secure and efficient aviation operations for improved traveler experience.

Strategies

- Transform Sir Seewoosagur Ramgoolam International Airport into a smart airport through greater use of contactless technology, enhanced processing procedures and increased use of renewable energy
- Attract high-net-worth individuals through business and private jet operations
- Attract more freight operators with market cargo and

through the Mauritius Freeport

Achievements
To support these strategies, Mauritius has implemented various programmes and procedures to considerably augment the efficiency and effectiveness of operations. These initiatives include Advance Passenger Information (API) and Passenger Name Record (PNR), Global Reporting Format (GRF) for runway surface conditions, Wake Turbulence Category (WTC) Super (J) which caters to the Airbus 380, Air Traffic Services Message Handling Services (AMHS) and Air Traffic Services (ATS) inter-facility data communications.





Mozambique


Member State since 1977
www.iacm.gov.mz | Email: geral@iacm.gov.mz





STATE FACTS & FIGURES


**Capital**
Maputo

**Official Languages**
Portuguese

**Currency**
metical

**Area**
786 380 Km²

**Population**
30.4 million

**Gross Domestic Product (GDP)**
US\$ 15.4 billion | US\$ 507 per capita

AIR TRANSPORT STATISTICS

3 International Airports

15 Domestic Airports

2 National Airlines with International Services

9 Foreign Airline Operations

International Traffic
718 294 passengers

**Domestic Traffic**
1.5 million passengers

International Cargo
8 923 metric tonnes

**Domestic Cargo**
800 344 metric tonnes

VISION, STRATEGIES AND ACHIEVEMENTS

Vision
To be an effective organization in promoting safety in aeronautical services, and to create a culture of quality and sustainable development.

Strategies

- Establish a civil aviation system that enhances the safety, efficiency and regularity of air transport

- Create economic air transport policies
- Promote a safe and sustainable civil aviation industry
- Regulate competition between air operators
- Defend consumer rights



Namibia

Member State since 1991
<http://www.ncaa.com.na/> | Email: info@ncaa.na



Image not provided by the Member State. Source: Shutterstock.com

STATE FACTS & FIGURES

Capital Windhoek	Official Languages English	Currency Namibia dollar, South African rand	Area 823 290 Km²
Population 2.5 million		Gross Domestic Product (GDP) US\$ 12.5 billion US\$ 5 028 per capita	

AIR TRANSPORT STATISTICS*

2 International Airports	8 Domestic Airports	1 National Airline with International Services	5 Foreign Airline Operations
International Traffic 293 385 passengers	Domestic Traffic N/A passengers	International Cargo 9 236 metric tonnes	Domestic Cargo N/A metric tonnes



Image not provided by the Member State. Source: istockphoto.com

* As this publication went to press, updated Air Transport Statistics from the State had not yet reached ICAO. Material from the previous edition of "ICAO STATES TODAY - 75 Years of Progress Since Chicago" was used instead.



Rwanda

Member State since 1964
caa.gov.rw | Email: info@caa.gov.rw



Future state-of-the-art International Airport, to connect the beauty of Rwanda to the world



RwandAir flying the #RemarkableRwandan spirit to the world

STATE FACTS & FIGURES

Capital Kigali	Official Languages Kinyarwanda, French, English, Swahili	Currency Rwanda franc	Area 26 338 Km²
Population 12.6 million		Gross Domestic Product (GDP) US\$ 10.4 billion US\$ 820 per capita	

AIR TRANSPORT STATISTICS

1 International Airport	1 Domestic Airport	1 National Airline with International Services	8 Foreign Airline Operations
International Traffic 1 million passengers	Domestic Traffic 21 275 passengers	International Cargo 12 350 metric tonnes	Domestic Cargo N/A metric tonnes

VISION, STRATEGIES AND ACHIEVEMENTS

- Rwanda is definitely ready to welcome the world.
- The country is recognized internationally for ease of doing business, due in part to its Meetings, Incentives, Conferences and Exhibitions (MICE) strategy and hosts, every two years, the prestigious Aviation Africa Summit and Exhibition event, a major trade event for the aerospace and defense industries that brings together the entire aviation ecosystem to share experiences and new technology.
 - Rwanda favours an Open Skies policy and the liberalization of air transport across Africa and worldwide.
 - The national development strategy has earmarked aviation as a main socioeconomic factor for increasing the interconnectedness of Rwanda.
 - A new state-of-the-art Bugesera International Airport is being constructed to meet constantly increasing capacity requirements.
 - RwandAir, the national carrier, consistently meets safety and security standards.
 - Rwanda continues to embrace emerging technologies, such as unmanned aircraft systems that have resulted in job creation and lifesaving access to remote areas across the country.
 - Remarkable Rwanda is indeed a place to visit with its stunning scenery, vibrant culture, extraordinary biodiversity, incredible wildlife (including the rare Silverback Gorillas and the "big five" animals), national parks and warm, friendly people!



Seychelles

Member State since 1977
Email: secretariat@scaa.sc



STATE FACTS & FIGURES

Capital Victoria	Official Languages English, French, Creole	Currency Seychelles rupee	Area 458 Km²
Population 97 625		Gross Domestic Product (GDP) US\$ 1.7 billion US\$ 17 252 per capita	

AIR TRANSPORT STATISTICS*

1 International Airport	1 Domestic Airport	1 National Airline with International Services	13 Foreign Airline Operations
International Traffic 923 757 passengers	Domestic Traffic N/A passengers	International Cargo 10 544 metric tonnes	Domestic Cargo N/A metric tonnes

VISION, STRATEGIES AND ACHIEVEMENTS

Our vision is to be a leading organisation bringing excellence to your aviation experience.

The Civil Aviation Authority’s strategic priorities are to provide safe, secure and efficient air transport to our customers and to upgrade airport services to the five-star level. As we incorporate the latest technological innovations into our business-oriented approach, we endeavour to become a more profitable, reputable, and high-performing entity.

Some of our most outstanding achievements:
Our air navigation services are ranked among the safest and highest in service delivery in Africa.
A new and modern domestic airport terminal was opened in 2019 in response to the growth in traffic and to offer more commercial options to users and the travelling public.
We celebrate this year 50 years of civil aviation, an opportunity to recognize its importance to our economy and socio-economic development. We are proud of having provided safe and secure air transport for half a century.

* As this publication went to press, updated Air Transport Statistics from the State had not yet reached ICAO. Material from the previous edition of “[ICAO STATES TODAY – 75 Years of Progress Since Chicago](#)” was used instead.



Somalia

Member State since 1964
<https://scaa.gov.so/> | Email: scaa@scaa.gov.so



Image not provided by the Member State. Source: [Shutterstock.com](https://www.shutterstock.com)

STATE FACTS & FIGURES

Capital Mogadishu	Official Languages Arabic, Somali	Currency Somali shilling	Area 637 000 Km²
Population 15.4 million		Gross Domestic Product (GDP) US\$ 6.5 billion US\$ 419 per capita	

AIR TRANSPORT STATISTICS*

4 International Airports	N/A Domestic Airports	5 National Airlines with International Services	3 Foreign Airline Operations
International Traffic 248 775 passengers	Domestic Traffic N/A passengers	International Cargo N/A metric tonnes	Domestic Cargo N/A metric tonnes



Image not provided by the Member State. Source: [istockphoto.com](https://www.istockphoto.com)

* As this publication went to press, updated Air Transport Statistics from the State had not yet reached ICAO. Material from the previous edition of “[ICAO STATES TODAY – 75 Years of Progress Since Chicago](#)” was used instead.



South Africa

Member State since 1947
www.caa.co.za | Email: mail@caa.co.za

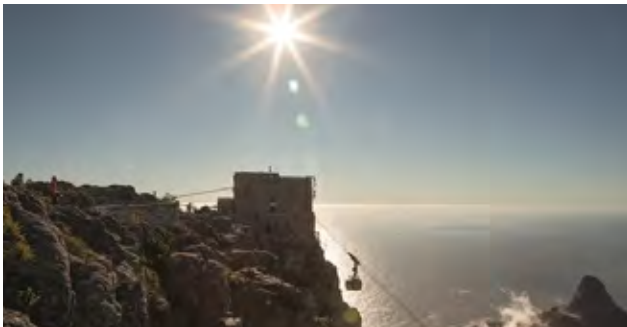
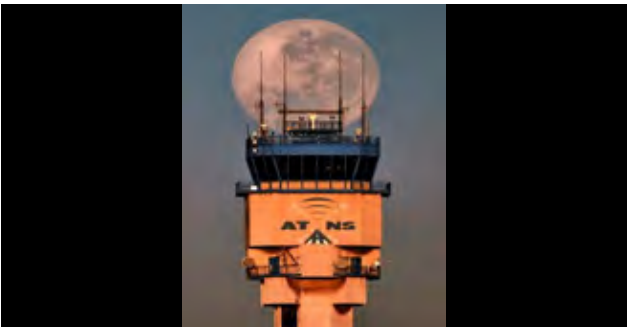


Table Mountain



ATNS Tower

STATE FACTS & FIGURES

Capital Pretoria	Official Languages 11 official languages	Currency South African rand	Area 1,219 million Km²
Population 58.6 million		Gross Domestic Product (GDP) US\$ 387.9 billion US\$ 6 625 per capita	

AIR TRANSPORT STATISTICS

10 International Airports	119 Domestic Airports	5 National Airlines with International Services	40 Foreign Airline Operations
International Traffic 6.6 million passengers	Domestic Traffic 27.2 million passengers	International Cargo N/A metric tonnes	Domestic Cargo N/A metric tonnes

VISION, STRATEGIES AND ACHIEVEMENTS

Embracing ICAO's *No Country Left Behind* initiative, South Africa hosts the Mission Control Centre (MCC) for the Medium-Altitude Earth Orbiting Search and Rescue (MEOSAR) satellite ground station on behalf of Southern Africa as part of the International COSPAS-SARSAT Programme.

South Africa is an ICAO TRAINAIR PLUS member and a designated ICAO Regional Training Centre of Excellence. To ensure regional harmonization of ICAO Standards and Recommended Practices (SARPs) implementation, it provides human

resources for technical assistance and cooperation missions in Africa and the Southern African region.

South Africa's commitment to minimize its aviation carbon footprint was reaffirmed when George, Kimberley and Upington airports were converted to solar power and five airports were graded through the Airport Carbon Accreditation (ACA), a global carbon management certification programme for airports. South Africa has introduced e-Visa applications for nationals from 14 countries.



South Sudan

Member State since 2011
https://www.ssdcaa.com/ | Email: info@ssdcaa.net



Image not provided by the Member State. Source: Shutterstock.com

STATE FACTS & FIGURES

Capital Juba	Official Languages English	Currency South Sudanese pound	Area 644 329 Km²
Population 11.1 million		Gross Domestic Product (GDP) N/A	

AIR TRANSPORT STATISTICS*

5 International Airports	14 Domestic Airports	N/A National Airlines with International Services	12 Foreign Airline Operations
International Traffic 780 000 passengers	Domestic Traffic N/A passengers	International Cargo 8 000 metric tonnes	Domestic Cargo N/A metric tonnes



Image not provided by the Member State. Source: Shutterstock.com

* As this publication went to press, updated Air Transport Statistics from the State had not yet reached ICAO. Material from the previous edition of "ICAO STATES TODAY - 75 Years of Progress Since Chicago" was used instead.

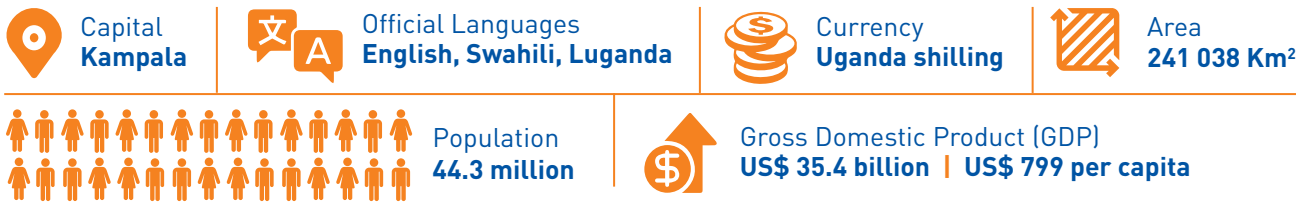


Uganda

Member State since 1967
www.caa.go.ug | Email: aviation@caa.co.ug



STATE FACTS & FIGURES



AIR TRANSPORT STATISTICS



VISION, STRATEGIES AND ACHIEVEMENTS

The vision of the Uganda Civil Aviation Authority (UCAA) is for the safest, most efficient and affordable air transport services.

In line with the Uganda Vision 2040, a National Civil Aviation Master Plan includes upgrading and expanding the Entebbe International Airport (EIA) and other airfields around the country to accommodate growing demand, slowed down temporarily by the coronavirus disease (COVID-19) pandemic. The EIA project is 75 per cent complete. The recovery and commencement of flights by

Uganda Airlines and the arrival of new operators like Airlink, Air Arabia and Saudia Airlines is expected to significantly boost tourism and business traffic in the coming years.

The UCAA and Entebbe International Airport received the International Organization for Standardizations ISO 9001 Quality Management Systems (QMS) Certificate as did other aerodromes operated and managed by the UCAA in Gulu, Arua, Soroti, Mbarara, Tororo, Kisoro, Pakuba, Kasese, Jinja and Kideop.

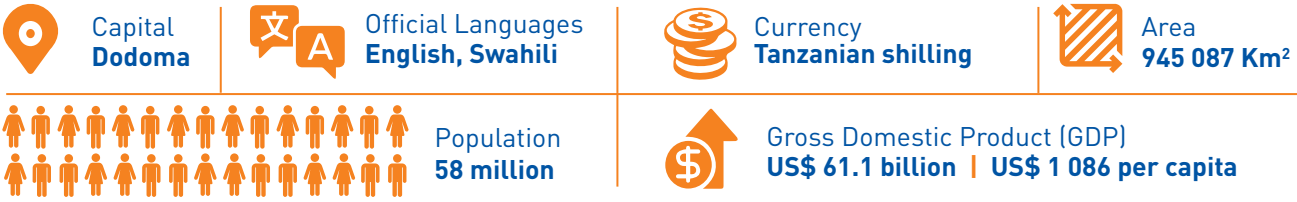


United Republic of Tanzania

Member State since 1962 • www.tcaa.go.tz | Email: tcaa@tcaa.go.tz



STATE FACTS & FIGURES



AIR TRANSPORT STATISTICS



VISION, STRATEGIES AND ACHIEVEMENTS

Vision: Propelling the civil aviation system of Tanzania to excellence in Africa and beyond.

Strategies:

- Promote competition and economic efficiency
- Enhance overall safety, security and facilitation
- Improve operational safety in order to reduce accidents and incidents
- Ensure the efficient provision of air navigation services
- Minimize the adverse environmental effects of civil aviation activities

Achievements:

- Effective Implementation (EI) level for Tanzania under the ICAO Universal Safety Oversight Audit Programme (USOAP) increased from 37.5 per cent to 69.5 per cent
- Compliance level under the ICAO Universal Security Audit Programme (USAP) Continuous Monitoring Approach is 86.2 per cent
- Implementation of the Yamoussoukro Decision on liberalization of air transport in Africa
- New communications, navigation and surveillance (CNS) facilities installed
- Radars installed at Julius Nyerere International Airport, Kilimanjaro International Airport and Mwanza and Songwe stations



Zambia

Member State since 1964

www.caa.co.zm | Email: civil.aviation@caa.co.zm



Victoria Falls in Livingstone, Zambia's tourist capital



Zambia boasts a wide tourism sector and is home to many wild animal species

STATE FACTS & FIGURES

Capital Lusaka	Official Languages English	Currency Zambian kwacha	Area 752 612 Km²
Population 17.9 million		Gross Domestic Product (GDP) US\$ 23.3 billion US\$ 1 305 per capita	

AIR TRANSPORT STATISTICS

4 International Airports	10 Domestic Airports	1 National Airline with International Services	12 Foreign Airline Operations
International Traffic 1 460 557 passengers	Domestic Traffic 390 158 passengers	International Cargo N/A metric tonnes	Domestic Cargo N/A metric tonnes

VISION, STRATEGIES AND ACHIEVEMENTS

- Vision:**
Sustainable, safe and secure skies for all
- Strategies:**
- Use of an integrated transport system (road, rail, maritime and air) to make Zambia a regional logistics and transportation hub
 - Promotion of integrated transportation of goods and passengers
 - Optimal maintenance and rehabilitation of existing transport infrastructure
 - Private sector involvement in transport infrastructure development and service provision in an optimally regulated environment

- Achievements:**
- Zambia was named the fourth safest country to travel to during the coronavirus disease (COVID-19) pandemic.
 - The Yamoussoukro Decision was ratified, and the Single African Air Transport Market (SAATM) was joined.
 - The African Continental Free Trade Area (AfCFTA) agreement was ratified.
 - The Cape Town Convention and Protocol was ratified.
 - Zambia Airways, the national airline, was created.
 - Zambia provides better regulatory oversight through the continued use of the online ICAO framework.
 - In 2017, Zambia received an ICAO Council President Certificate.



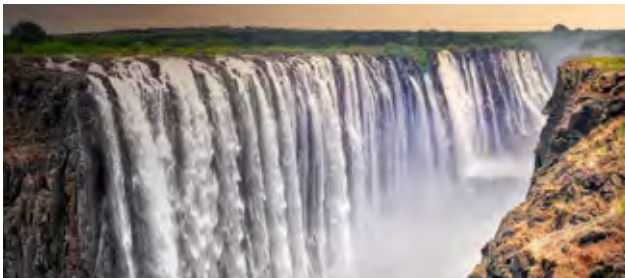
Zimbabwe

Member State since 1981

www.caaz.co.zw | Email: directorgeneral@caaz.co.zw



Ongoing expansion works at the Robert Gabriel Mugabe International Airport: the natural gateway into Southern Africa



The majestic Victoria Falls - locally known as Mosi-oa-Tunya "The Smoke that Thunders", a UNESCO World Heritage Site and one of the 7 natural wonders of the world

STATE FACTS & FIGURES

Capital Harare	Official Languages 16 official languages	Currency Zimbabwe dollar	Area 390 580 Km²
Population 14.6 million		Gross Domestic Product (GDP) US\$ 19.3 billion US\$ 1 317 per capita	

AIR TRANSPORT STATISTICS

3 International Airports	5 Domestic Airports	2 National Airlines with International Services	12 Foreign Airline Operations
International Traffic 1.3 million passengers	Domestic Traffic 270 183 passengers	International Cargo 14 391 metric tonnes	^{*estimate} Domestic Cargo 1 230 metric tonnes

VISION, STRATEGIES AND ACHIEVEMENTS

The Zimbabwean government's national vision is of an empowered and prosperous upper middle-income society by 2030. The objectives of Vision 2030 are guided by the National Development Strategy 1: 2021-2025 (NDS1), a five-year plan that addresses the global aspirations of the Sustainable Development Goals (SDGs) of the United Nations and of Africa Agenda 2063.

The vision for the aviation sector of becoming a regional centre of excellence in civil aviation services by 2030 is focused on developing a safe and reliable

world-class air transport system. The Government is implementing substantial rehabilitation and upgrading of aviation infrastructure with the expansion of the main international airport and upgrading of airspace management systems now at an advanced stage.

Zimbabwe has embraced an open skies policy and is continually liberalizing existing Bilateral Air Service Agreements (BASAs) to facilitate market access. The Government is also recapitalising Air Zimbabwe in order for it to better serve the growing tourism market.

West and Central Africa



24 MEMBER STATES

Benin	Cote d'Ivoire	Guinea	Sao Tome & Principe
Burkina Faso	Democratic Republic of the Congo	Guinea-Bissau	Senegal
Cabo Verde	Equatorial Guinea	Liberia	Sierra Leone
Cameroon	Gabon	Mali	Togo
Central African Republic	Gambia	Mauritania	
Chad	Ghana	Niger	
Congo		Nigeria	



MESSAGE FROM THE REGIONAL DIRECTOR **MR. PROSPER ZO'O MINTO'O**

The WACAF Regional Office is accredited to 24 States, including Least Developed Countries, Landlocked Developed Countries and Small Island Developing States facing specific development challenges. Despite these challenges, aggravated by the coronavirus disease (COVID-19), States are solidly engaged in strategies to put the pandemic behind them and to reconnect the world.

In this endeavour, emphasis is placed on the recovery and resilience of air transport as a key priority. This requires addressing persistent regulatory barriers, financial constraints, the still too-slow pace of air transport liberalization and connectivity, modernizing airports and air navigation infrastructure, extending personnel skills, embracing innovation and decarbonization of the aviation industry, to name but these areas.

Focusing on the identified implementation priorities related to ICAO strategic objectives for safety, security, facilitation, efficiency and sustainability, as well as United Nations Sustainable Development Goals (SDGs), requires harnessing synergies and strengthening collaboration among the major players. These include the African Union (UA), the African Civil Aviation Commission (AFCAC), regional organizations (RSOs), regional economic communities (RECs), financial institutions, partners and the aviation industry, under the coordination of the Regional Office.

In line with the policy on implementation support provided to States, I am delighted to participate in the ICAO leadership for the delivery of effective assistance and capacity-building activities to accompany Member States in their efforts to implement ICAO policies, Standards and Recommended Practices (SARPs) as well as global and regional plans and programmes, thereby driving continuous improvement of the aviation system. This is achieved in tandem with the ICAO Eastern and Southern African (ESAF) Regional Office.



Benin

Member State since 1961
www.anac.bj | Email: anacaero@anac.bj



STATE FACTS & FIGURES

Capital Porto-Novo	Official Languages French	Currency CFA franc	Area 114 763 Km ²
Population 11.8 million	Gross Domestic Product (GDP) US\$ 14.4 billion US\$ 1 220 per capita		

AIR TRANSPORT STATISTICS

1 International Airport	5 Domestic Airports	3 National Airlines with International Services	17 Foreign Airline Operations
International Traffic 355 000 passengers	Domestic Traffic N/A passengers	International Cargo 5 240 metric tonnes	Domestic Cargo N/A metric tonnes

VISION, STRATEGIES AND ACHIEVEMENTS

In 2016, Benin set its sights on developing a sustainable national air transport system based on the implementation of a series of specific government action programmes.

The ambitious undertaking reflected an inspiring vision of ensuring that the sustainable development of civil aviation encompasses environmental, safety and security concerns.

Accordingly, a four-pronged strategy was adopted

that focuses on:

1. Full compliance with international civil aviation standards
2. Sustainable development in terms of safety, security, facilitation and the environment
3. Engagement with investors to support the development of airport infrastructure projects
4. Promotion and integration of tourism and commerce with the civil aviation sector.



Burkina Faso

Member State since 1962



Image not provided by the Member State. Source: Shutterstock.com

STATE FACTS & FIGURES

Capital Ouagadougou	Official Languages French	Currency CFA franc	Area 274 000 Km ²
Population 20.3 million	Gross Domestic Product (GDP) US\$ 16.2 billion US\$ 796 per capita		

AIR TRANSPORT STATISTICS*

2 International Airports	8 Domestic Airports	1 National Airline with International Services	12 Foreign Airline Operations
International Traffic 531 891 passengers	Domestic Traffic N/A passengers	International Cargo 9 436 metric tonnes	Domestic Cargo N/A metric tonnes



Image not provided by the Member State. Source: istockphoto.com

* As this publication went to press, updated Air Transport Statistics from the State had not yet reached ICAO. Material from the previous edition of "ICAO STATES TODAY - 75 Years of Progress Since Chicago" was used instead.









Cabo Verde

Member State since 1976
www.aac.cv | Email: info@aac.cv



Image not provided by the Member State. Source: Shutterstock.com

STATE FACTS & FIGURES

 Capital Praia	 Official Languages Portuguese	 Currency Cabo Verde escudo	 Area 4 030 Km²
 Population 549 936		 Gross Domestic Product (GDP) US\$ 2 billion US\$ 3 604 per capita	

AIR TRANSPORT STATISTICS*


4 International Airports	 3 Domestic Airports	1 National Airline with International Services	 26 Foreign Airline Operations
International Traffic 1.8 million passengers	 Domestic Traffic N/A passengers	International Cargo 914 metric tonnes	 Domestic Cargo N/A metric tonnes



Image not provided by the Member State. Source: Shutterstock.com

* As this publication went to press, updated Air Transport Statistics from the State had not yet reached ICAO. Material from the previous edition of “ICAO STATES TODAY – 75 Years of Progress Since Chicago” was used instead.



Cameroon

Member State since 1960
www.ccaa.aero | Email: contact@ccaa.aero









President of Cameroon, His Excellency Mr. Paul Biya



Minister of Transport, Jean Ernest M. Ngalle Bibehé

STATE FACTS & FIGURES

 Capital Yaoundé	 Official Languages English and French	 Currency CFA franc	 Area 475 442 Km²
 Population 26 million		 Gross Domestic Product (GDP) US\$ 39.7 billion US\$ 1 553 per capita	

AIR TRANSPORT STATISTICS

4 International Airports	 9 Domestic Airports	1 National Airline with International Services	 19 Foreign Airline Operations
International Traffic 1 522 663 passengers	 Domestic Traffic 357 440 passengers	International Cargo 15 metric tonnes	 Domestic Cargo 22 metric tonnes

VISION, STRATEGIES AND ACHIEVEMENTS

The National Development Strategy 2020-2030 (NSD30) is the reference framework for Cameroon’s overall development during the present decade. The policy document enunciates Cameroon’s domestic and international economic, social and environmental commitments. In particular, it focuses on achieving the objectives of Vision 2035 that aim to make Cameroon “an emerging and democratic country united in its diversity”. In the air transport sector specifically, the goal of NSD30 is to liberalize

the domestic market, upgrade international airports, modernize secondary airports and make the national airline more profitable through the implementation of a comprehensive recovery plan. This includes building a new terminal at the Douala International Airport, upgrading Garoua International Airport and significantly increasing domestic passenger and freight traffic by the national carrier and private operators.

Cameroon unveils its new e-passport

AND JOINS ICAO PUBLIC KEY DIRECTORY (PKD)



► Mr. Martin Mbarga Nguélé - Delegate General for National Security

On 22 June 2022, Cameroon celebrated a milestone in the implementation of its electronic travel documents programme when it deposited specimens of its new biometric passport with the International Civil Aviation Organization (ICAO) and officially became the 83rd participant in ICAO’s Public Key Directory (PKD).

The event took place during a reception at the Organization’s headquarters hosted by the permanent representative of Cameroon to ICAO, Mr. Engelbert Zoa Etundi and attended by the President of the Council and Secretary General of ICAO, representatives of national delegations and high-level dignitaries from Cameroon.

Mr. Zoa Etundi stressed the commitment of the President of Cameroon, His Excellency President Paul Biya, to the implementation of ICAO standards and policies in promoting the economic, cultural and social development of his country. He added that Cameroon was subject to terrorist attacks, hence the need for secured travel documents in keeping with the Standards and Recommended Practices (SARPs) contained in Annex 9 of the Chicago Convention.

“My government believes that an e-passport is only as secure as the biometric information contained in its chip and useful only if the data can be validated quickly and securely. This is why Cameroon decided to join ICAO’s PKD which makes available worldwide the information required to validate and authenticate our new travel document,” explained Mr. Zoa Etundi.

A Model Passport Delivery Process

Police Commissioner Zakari Yaou Alhadj, Director of Cameroon’s Department of Frontier Police, described the new issuance and delivery process for e-passports enabled by an ultra-modern National Passport Production Centre in Yaoundé and enrolment centres in the country’s 10 regional headquarters and 46 diplomatic offices and consulates abroad, as modern and up-to-date.

The system was launched in July 2021 to increase security and provide citizens with travel documents at the cutting edge of technology. Acquiring a passport is now a completely computerized process in a highly secured environment, carried out in three phases.

01 Phase one consists of pre-enrolment online when basic information such as civil status and reasons for travelling are provided, issuance fees are paid and an appointment is made for the second phase at an enrolment centre.

02 Phase two takes place at the enrolment centre where certified copies of official documents such as national identity cards and birth certificates are submitted by applicants and biometric data and photos are taken. All documents are then scanned and sent virtually to validation pools for verification against the national identity cards database. Once the information is validated, e-passports are produced within 48 hours.

03 In phase three, applicants return to collect their e-passports from the same enrolment centre. If located abroad, e-passports are shipped via a secured messenger service.

As of the 31 May 2022, 216 667 passports have been produced and delivered nationally under the new system and 34 842 issued and delivered to the country’s consular missions abroad.

“The production of e-passports combines user-friendliness in the processing of applications, security in the collection and manipulation of personal information and efficient delivery of a document that is tamper-proof, using state-of-the-art technology,” Mr. Alhadj concluded.

The 83rd participant in the PKD

In congratulating Cameroon, ICAO Secretary General Juan Carlos Salazar emphasized the benefits of such an initiative with more than 150 States now issuing e-passports for improved assurance of authenticity and data integrity.

“Distribution of specimen passports as Cameroon has done is an important step in a passport project, helping to ensure that the documents are properly recognized and validated. ICAO is pleased to add the specimens to our collection of documents which we use for the ICAO Training Package entitled Control of the Authenticity and Validity of Travel Documents at Airport Border,” Mr. Salazar added, stressing the importance of having genuine sample travel documents from different regions.

Welcoming Cameroon to the growing membership of PKD, Mr. Salazar pointed to the importance of participation in the PKD as a way of ensuring that States issuing e-passports reap the benefits of their investment. “Issuing e-passports should go hand in hand with participation in the PKD, as recognized by Cameroon,” he said.

“Today, Cameroon is taking its first steps in actively using the PKD by depositing its CSCA public key with ICAO to import into the PKD. This in-person handover assures the international community that it can trust all data pertaining to the Cameroonian e-passport. By extension, electronic verification of the passport can be trusted. This increases the robustness of the new e-passport against fraud and is an important contribution to the international community’s efforts to manage irregular migration and mitigate cross-border crime involving use of fraudulent passports,” Mr. Salazar added.

The Secretary General highlighted additional support to be provided to Cameroon from the ICAO PKD community through the PKD Data Quality Coach Programme, an excellent example of the ICAO community working together to ensure common international capabilities that each and every State benefits from.



“Advancing one’s national passport program and associated infrastructure such as that of the PKD brings positive security and facilitation benefits for the international community involved in aviation and border management,” he emphasized.









Central African Republic

Member State since 1961
www.dgca.cf



Image not provided by the Member State. Source: Shutterstock.com

STATE FACTS & FIGURES

 Capital Bangui	 Official Languages Sango, French	 Currency CFA franc	 Area 622 980 Km²
 Population 4.7 million		 Gross Domestic Product (GDP) US\$ 2.2 billion US\$ 468 per capita	

AIR TRANSPORT STATISTICS*

1 International Airport	 N/A Domestic Airports	1 National Airlines with International Services	 9 Foreign Airline Operations
International Traffic 95 722 passengers	 Domestic Traffic N/A passengers	International Cargo 1 219 metric tonnes	 Domestic Cargo N/A metric tonnes



Image not provided by the Member State. Source: Shutterstock.com

* As this publication went to press, updated Air Transport Statistics from the State had not yet reached ICAO. Material from the previous edition of ["ICAO STATES TODAY - 75 Years of Progress Since Chicago"](#) was used instead.









Chad

Member State since 1962
www.anac.td



Image not provided by the Member State. Source: Shutterstock.com

STATE FACTS & FIGURES

 Capital N'Djamena	 Official Languages French, Arabic	 Currency CFA franc	 Area 1.3 million Km²
 Population 15.9 million		 Gross Domestic Product (GDP) US\$ 11.3 billion US\$ 710 per capita	

AIR TRANSPORT STATISTICS*

5 International Airports	 5 Domestic Airports	0 National Airlines with International Services	 13 Foreign Airline Operations
International Traffic 211 557 passengers	 Domestic Traffic N/A passengers	International Cargo 16 446 metric tonnes	 Domestic Cargo N/A metric tonnes



Image not provided by the Member State. Source: istockphoto.com

* As this publication went to press, updated Air Transport Statistics from the State had not yet reached ICAO. Material from the previous edition of ["ICAO STATES TODAY - 75 Years of Progress Since Chicago"](#) was used instead.



Congo







Member State since 1962

www.anacongo.org/fr/ | Email: contact@anacongo.org



Image not provided by the Member State. Source: Shutterstock.com

STATE FACTS & FIGURES

 Capital Brazzaville	 Official Languages French	 Currency CFA franc	 Area 342 000 Km²
 Population 5.4 million		 Gross Domestic Product (GDP) US\$ 12.8 billion US\$ 2 370 per capita	

AIR TRANSPORT STATISTICS*

3 International Airports	 N/A Domestic Airports	4 National Airlines with International Services	 18 Foreign Airline Operations
International Traffic 2.1 million passengers	 Domestic Traffic N/A passengers	International Cargo 28 182 metric tonnes	 Domestic Cargo N/A metric tonnes



Image not provided by the Member State. Source: GettyImages.ca

* As this publication went to press, updated Air Transport Statistics from the State had not yet reached ICAO. Material from the previous edition of “[ICAO STATES TODAY – 75 Years of Progress Since Chicago](#)” was used instead.



Côte d'Ivoire







Member State since 1960

www.anac.ci | Email: info@anac.ci



Image not provided by the Member State. Source: GettyImages.ca

STATE FACTS & FIGURES

 Capital Yamoussoukro	 Official Languages French	 Currency CFA franc	 Area 322 462 Km²
 Population 25.7 million		 Gross Domestic Product (GDP) US\$ 58.5 billion US\$ 2 276 per capita	

AIR TRANSPORT STATISTICS

1 International Airport	 25 Domestic Airports	3 National Airlines with International Services	 23 Foreign Airline Operations
International Traffic 1.9 million passengers	 Domestic Traffic 92 907 passengers	International Cargo 24 661 metric tonnes	 Domestic Cargo 35 metric tonnes

VISION, STRATEGIES AND ACHIEVEMENTS

Félix Houphouët-Boigny International Airport, in Abidjan, is the best airport in the region and intends to become the hub for West Africa. It is certified by the United States of America Transportation Security Administration.

Côte d'Ivoire is a member of the African Civil Aviation Commission (AFCAC), the Agency for Aerial Navigation Safety in Africa and Madagascar (ASECNA), the Economic Community of West African States (ECOWAS) and the West African Economic and Monetary Union (UEMOA).

The first choices of religious tourists are the Basilica Notre-Dame de la Paix (unique in Africa) located in Yamoussoukro and the hundred-year-old mosques in Kong, Kawara and Samatiguila.

For seaside tourism, the Ivorian coast offers splendid beaches from Taboo to Assinie, via Grand-Bereby, San Pedro, Monogaga, Sassandra, Dagbégo, Grand-Lahou and Grand Bassam, as well as the “free beaches” of Blieron, Dawa, Taki, Menolé and Gaouloulou praised by excursionists.









Democratic Republic of the Congo

Member State since 1961



Image not provided by the Member State. Source: Shutterstock.com

STATE FACTS & FIGURES

 Capital Kinshasa	 Official Languages French, Kikongo, Kiswahili, Lingala, Tshiluba	 Currency Congolese franc
 Area 2.3 million Km²	 Population 86.8 million	 Gross Domestic Product (GDP) US\$ 51.8 billion US\$ 467 per capita

AIR TRANSPORT STATISTICS*





5 International Airports	 N/A Domestic Airports	N/A National Airlines with International Services	 N/A Foreign Airline Operations
International Traffic 632 811 passengers	 Domestic Traffic N/A passengers	International Cargo 25 935 metric tonnes	 Domestic Cargo N/A metric tonnes



Image not provided by the Member State. Source: GettyImages.ca

* As this publication went to press, updated Air Transport Statistics from the State had not yet reached ICAO. Material from the previous edition of ["ICAO STATES TODAY - 75 Years of Progress Since Chicago"](#) was used instead.









Equatorial Guinea

Member State since 1972



Image not provided by the Member State. Source: Shutterstock.com

STATE FACTS & FIGURES

 Capital Malabo	 Official Languages Spanish	 Currency CFA franc	 Area 28 052 Km²
 Population 1.4 million		 Gross Domestic Product (GDP) US\$ 11.4 billion US\$ 8 381 per capita	

AIR TRANSPORT STATISTICS*

3 International Airports	 2 Domestic Airports	2 National Airlines with International Services	 5 Foreign Airline Operations
International Traffic 931 348 passengers	 Domestic Traffic N/A passengers	International Cargo N/A metric tonnes	 Domestic Cargo N/A metric tonnes

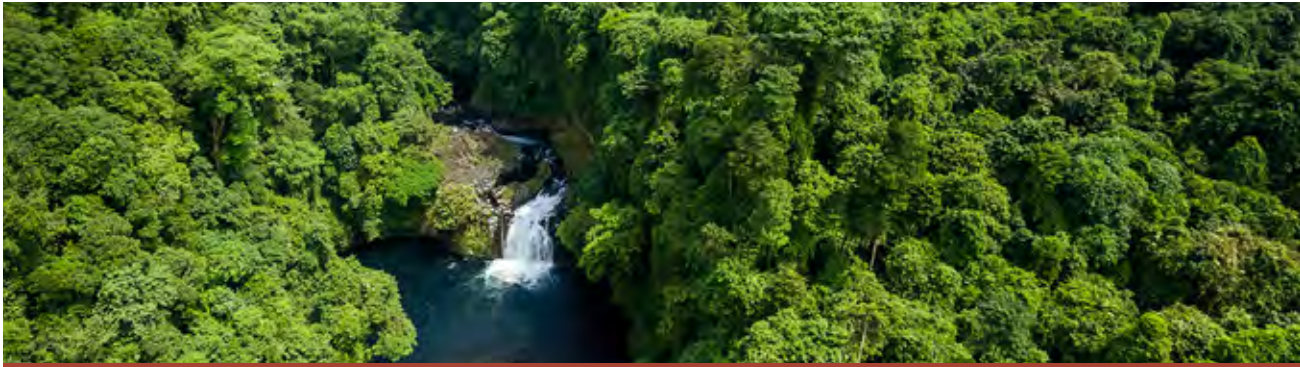


Image not provided by the Member State. Source: GettyImages.ca

* As this publication went to press, updated Air Transport Statistics from the State had not yet reached ICAO. Material from the previous edition of ["ICAO STATES TODAY - 75 Years of Progress Since Chicago"](#) was used instead.



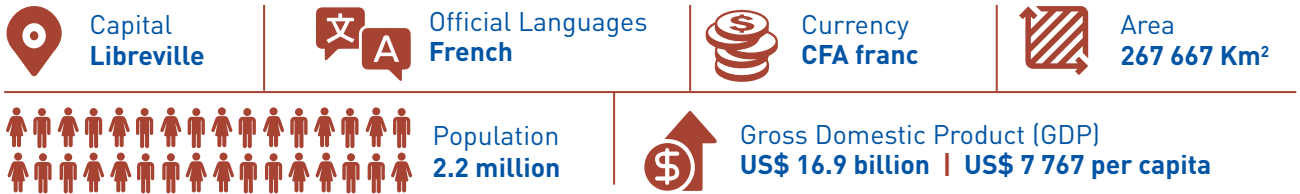
Gabon

Member State since 1962
www.anacgabon.org



Image not provided by the Member State. Source: Shutterstock.com

STATE FACTS & FIGURES



AIR TRANSPORT STATISTICS*



Image not provided by the Member State. Source: Shutterstock.com

* As this publication went to press, updated Air Transport Statistics from the State had not yet reached ICAO. Material from the previous edition of ["ICAO STATES TODAY - 75 Years of Progress Since Chicago"](#) was used instead.



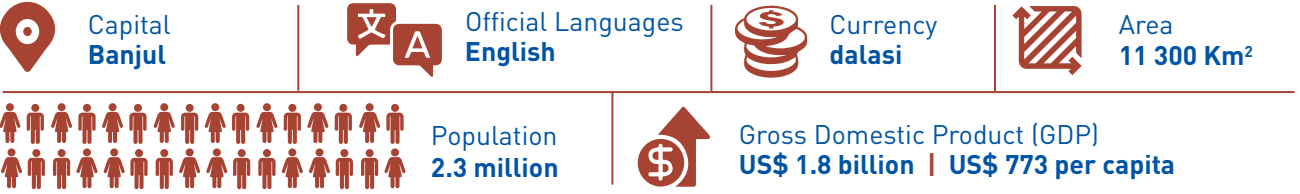
Gambia

Member State since 1977
www.mofea.gm/soe/gcaa | Email: dg@gcaa.aero



Image not provided by the Member State. Source: istockphoto.com

STATE FACTS & FIGURES



AIR TRANSPORT STATISTICS*



Image not provided by the Member State. Source: Shutterstock.com

* As this publication went to press, updated Air Transport Statistics from the State had not yet reached ICAO. Material from the previous edition of ["ICAO STATES TODAY - 75 Years of Progress Since Chicago"](#) was used instead.



Ghana

Member State since 1957



Image not provided by the Member State. Source: Shutterstock.com

STATE FACTS & FIGURES

Capital Accra	Official Languages English	Currency Ghanaian cedi	Area 238 533 Km²
Population 30.4 million		Gross Domestic Product (GDP) US\$ 68.3 billion US\$ 2 247 per capita	

AIR TRANSPORT STATISTICS*

2 International Airports	3 Domestic Airports	1 National Airline with International Services	37 Foreign Airline Operations
International Traffic 1.7 million passengers	Domestic Traffic N/A passengers	International Cargo 51 325 metric tonnes	Domestic Cargo N/A metric tonnes



Image not provided by the Member State. Source: Shutterstock.com

* As this publication went to press, updated Air Transport Statistics from the State had not yet reached ICAO. Material from the previous edition of ["ICAO STATES TODAY - 75 Years of Progress Since Chicago"](#) was used instead.



Guinea

Member State since 1959



Image not provided by the Member State. Source: istockphoto.com

STATE FACTS & FIGURES

Capital Conakry	Official Languages French, Soussou, Malinké	Currency Guinean Franc	Area 245 857 Km²
Population 12.8 million		Gross Domestic Product (GDP) US\$ 13.4 billion US\$ 1 053 per capita	

AIR TRANSPORT STATISTICS*

1 International Airport	6 Domestic Airports	0 National Airlines with International Services	13 Foreign Airline Operations
International Traffic 527 551 passengers	Domestic Traffic N/A passengers	International Cargo 7 743 metric tonnes	Domestic Cargo N/A metric tonnes



Image not provided by the Member State. Source: Shutterstock.com

* As this publication went to press, updated Air Transport Statistics from the State had not yet reached ICAO. Material from the previous edition of ["ICAO STATES TODAY - 75 Years of Progress Since Chicago"](#) was used instead.









Guinea-Bissau

Member State since 1977



Image not provided by the Member State. Source: Shutterstock.com

STATE FACTS & FIGURES

 Capital Bissau	 Official Languages Portuguese	 Currency CPA franc	 Area 36 125 Km²
 Population 1.9 million		 Gross Domestic Product (GDP) US\$ 1.4 billion US\$ 750 per capita	

AIR TRANSPORT STATISTICS*

1 International Airport	 N/A Domestic Airports	0 National Airlines with International Services	 4 Foreign Airline Operations
International Traffic 58 000 passengers	 Domestic Traffic N/A passengers	International Cargo 350 metric tonnes	 Domestic Cargo N/A metric tonnes



Image not provided by the Member State. Source: istockphoto.com

* As this publication went to press, updated Air Transport Statistics from the State had not yet reached ICAO. Material from the previous edition of ["ICAO STATES TODAY - 75 Years of Progress Since Chicago"](#) was used instead.



Liberia







Member State since 1947

www.lcaa.gov.lr | Email: liberiacao@lcaa.gov.lr



Image not provided by the Member State. Source: Shutterstock.com

STATE FACTS & FIGURES

 Capital Monrovia	 Official Languages English	 Currency Liberian dollar	 Area 96 320 Km²
 Population 4.9 million		 Gross Domestic Product (GDP) US\$ 3.3 billion US\$ 672 per capita	

AIR TRANSPORT STATISTICS*

1 International Airport	 1 Domestic Airport	0 National Airlines with International Services	 9 Foreign Airline Operations
International Traffic 187 891 passengers	 Domestic Traffic N/A passengers	International Cargo 209 117 metric tonnes	 Domestic Cargo N/A metric tonnes



Image not provided by the Member State. Source: istockphoto.com

* As this publication went to press, updated Air Transport Statistics from the State had not yet reached ICAO. Material from the previous edition of ["ICAO STATES TODAY - 75 Years of Progress Since Chicago"](#) was used instead.



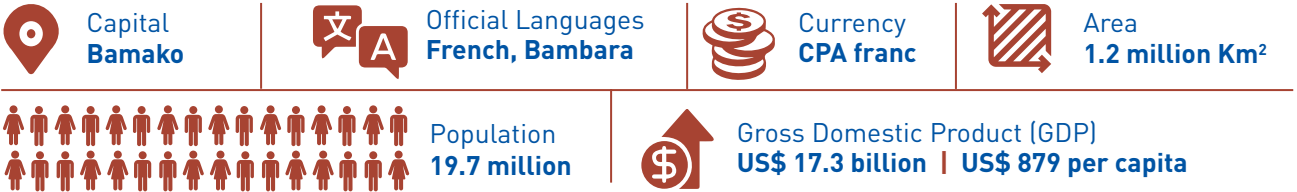
Mali

Member State since 1960
www.anac-mali.org



Image not provided by the Member State. Source: Shutterstock.com

STATE FACTS & FIGURES



AIR TRANSPORT STATISTICS*



Image not provided by the Member State. Source: GettyImages.ca

* As this publication went to press, updated Air Transport Statistics from the State had not yet reached ICAO. Material from the previous edition of [“ICAO STATES TODAY – 75 Years of Progress Since Chicago”](#) was used instead.



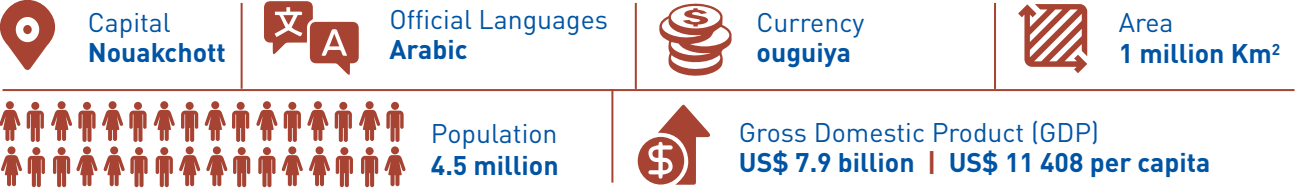
Mauritania

Member State since 1962
www.site.anac.mr/en/ | Email: anac@anac.mr



Image not provided by the Member State. Source: Shutterstock.com

STATE FACTS & FIGURES



AIR TRANSPORT STATISTICS*

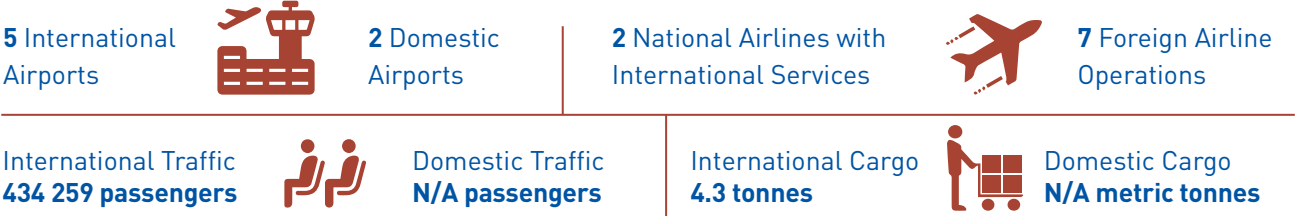


Image not provided by the Member State. Source: Shutterstock.com

* As this publication went to press, updated Air Transport Statistics from the State had not yet reached ICAO. Material from the previous edition of [“ICAO STATES TODAY – 75 Years of Progress Since Chicago”](#) was used instead.









Niger

Member State since 1961
www.anac.ne | Email: contact@anac.ne



Image not provided by the Member State. Source: Shutterstock.com

STATE FACTS & FIGURES

 Capital Niamey	 Official Languages French	 Currency CPA franc	 Area 1.3 million Km²
 Population 23.3 million		 Gross Domestic Product (GDP) US\$ 12.9 billion US\$ 554 per capita	

AIR TRANSPORT STATISTICS*

3 International Airports	 N/A Domestic Airports	8 National Airlines with International Services	 11 Foreign Airline Operations
International Traffic 272 000 passengers	 Domestic Traffic N/A passengers	International Cargo 10 082 metric tonnes	 Domestic Cargo N/A metric tonnes



Image not provided by the Member State. Source: istockphoto.com

* As this publication went to press, updated Air Transport Statistics from the State had not yet reached ICAO. Material from the previous edition of "ICAO STATES TODAY - 75 Years of Progress Since Chicago" was used instead.



Nigeria

Member State since 1960
www.ncaa.gov.ng | Email: info@ncaa.gov.ng







Mallam Aminu Kano International Airport







Nnamdi Azikiwe International Airport, Abuja

STATE FACTS & FIGURES

 Capital Abuja	 Official Languages English, Hausa, Igbo, Yoruba	 Currency naira	 Area 923 770 Km²
 Population 201 million		 Gross Domestic Product (GDP) US\$ 448.1 billion US\$ 554 per capita	

AIR TRANSPORT STATISTICS

5 International Airports	 32 Domestic Airports	2 National Airlines with International Services	 11 Foreign Airline Operations
International Traffic 4.8 million passengers	 Domestic Traffic 14.3 million passengers	International Cargo 290 666 metric tonnes	 Domestic Cargo N/A metric tonnes

VISION, STRATEGIES AND ACHIEVEMENTS

Nigeria is totally committed to global cooperation for the safe, secure and sustainable development of international civil aviation in Africa and around the world. Since 1960, it has actively supported ICAO programmes and activities, notably as a member of the Council for six decades.

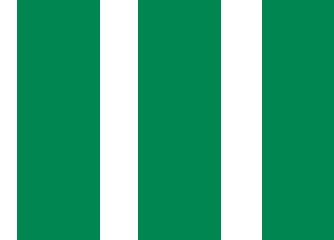
In the rapid evolution of civil aviation over that time period, Nigeria has focused on keeping pace with change through innovation, determination and most of all cooperation with other Members States, regional and international organizations, and the air transport industry.

The country successively embraced liberalization, private sector involvement in infrastructure projects, progressive air navigation procedures, comprehensive human resources development and many other forward-looking concepts. Early in the coronavirus disease (COVID-19) pandemic, the Nigerian Civil Aviation Authority was the first to create COVID-19 health protocols.

Yes, together, the best is yet to come!

More about Nigeria

**REBUILDING BETTER, SAFER
AND GREENER ...TOGETHER!**



Muhammadu Buhari

PRESIDENT OF FEDERAL REPUBLIC OF NIGERIA



Nigeria believes and fully supports the essential role of ICAO in ensuring the safety, the security and the sustainability of an efficient and effective global air transport system for all the peoples of the world.

Our country joined the Organization in 1960 and feels truly privileged to have been elected to its Council uninterruptedly starting in 1962.

For five decades now, we have striven to honour that trust by steadfastly upholding the mission of ICAO internationally and particularly in the African region.

This is a reflection of the strategic position that Nigeria occupies in aviation due to the air services

and air navigation facilities it provides to international civil aviation. It also flows from our active participation and support of the aerospace industry at both the regional and international levels.

The size of our civil aviation sector suggests that we take on such responsibilities. A recent aviation sector study by the International Air Transport Association (IATA) showcases the economic importance of air transport to Nigeria through the provision of 241 000 jobs (direct and indirect) and a contribution of USD 1.7 billion to the economy. However, our overall goal is to grow the aviation sector from the current 0.6 per cent to 5 per cent (approximately USD 14.2 billion).

With a population of more than 190 million, a strategic geographic location and a primary market in West and Central African regions with a population of 600 million, Nigeria is a natural hub for regional and international air traffic in Africa with enormous market potential.

We realize that what is good for Africa and the world is also good for Nigeria. Cooperation is a mutually-beneficial approach to growth and prosperity worldwide.

Nigeria and ICAO: A solid partnership

One of the fundamental building blocks of the solid partnership between Nigeria and ICAO is our

commitment to supporting the implementation of ICAO Standards and Recommended Practices (SARPs) as well as the full range of the Organization's programmes and policies, particularly in the African region.

For example, Nigeria continues to champion the cause of aviation safety, security and facilitation throughout the continent with our on going support of the Comprehensive Regional Implementation Plan for Aviation Safety in Africa (AFI Plan), the Comprehensive Regional Implementation Plan for Aviation Security and Facilitation in Africa (AFI SECFAL) and the Human Resources Development Fund (HRDF) plans.

We are also a signatory to both the Memorandum of Understanding (MoU) and the Memorandum of Implementation (MoI) of the Single African Air Transport Market (SAATM), a critical component of the African Union Agenda 2063 aimed at rapid economic development and provision of quality living standards in Africa.

Another significant contribution is our hosting of the headquarters of the Regional Safety Oversight Organisation of the Banjul Accord Group Aviation Safety Oversight Organization (BAGASOO). We are also a major contributor and participant in the Regional Accident Investigation Agency of the Banjul Accord Group Accident Investigation Agency (BAGAIA).

More recently, Nigeria made a donation to the ICAO voluntary Air Transport Fund in order to be part of global efforts for recovery from the coronavirus disease (COVID-19) pandemic. We made an equally significant financial contribution to the Safety and Human Resource Development Funds, in addition to hosting several ICAO meetings and regional workshops, including the widely-acclaimed third ICAO World Aviation Forum as well as several other workshops on safety oversight.

Over the past three years, in spite of the COVID-19 crisis, we supported a number of virtual meetings in

support of ICAO programmes and activities. This actually has enabled us to develop new skills and expand our horizons in connecting with a growing number of stakeholders that we might not have been able to reach before. It has made it possible to work with the rest of the world as never before, more often and with more people, increasing our ability to meet our objectives in a cost-effective manner.

On a larger scale, we have pursued our on going secondment of auditors to support the ICAO Universal Safety Oversight Audit Programme (USOAP) and the Universal Security Audit Programme (USAP). As we have shown in the past, there is no doubt as to Nigeria's commitment to work with other States in the implementation of the Global Aviation Safety Plan (GASP), the Global Air Navigation Plan (GANP) and the Global Aviation Security Plan (GASeP).

In short, we take very seriously our commitment to championing the cause of aviation safety, security and facilitation in Africa and within our own air transport system.

Stronger domestically, stronger internationally

The importance of aviation to the socio-economic development of a nation was the impetus for a decision by the Nigerian government a few years ago to review and update the National Aviation Masterplan in order to reflect current realities. The Masterplan is a major component of the broader National Integrated Infrastructure Masterplan, in line with the recommendations and provisions of ICAO's *No Country Left Behind* (NCLB) initiative.

This will not only benefit the country as a whole, it will allow us to perform even more effectively on the world stage. Following is an overview of some of the major components of the National Aviation Master Plan.

Autonomous Aviation Agencies

To ensure continuous compliance with ICAO standards and to meet head-on the challenges of a rapidly growing air transport sector, Nigeria has established autonomous agencies to enhance aviation safety and ensure effective and efficient provision and management of infrastructure in all aspects of the industry, as well as guarantee its sustainable development. These include the Nigerian Civil Aviation Authority (NCAA) for safety and economic oversight of the industry, the Nigerian Airspace Management Agency (NAMA) for air traffic services, the Federal Airports Authority of Nigeria (FAAN) for management of government-owned airports and the Nigerian Meteorological Agency (NiMET) for meteorological services, including aeronautical meteorology.

Reducing Maintenance Costs

Maintenance costs remain a major restraining factor in the growth and sustainability of regional airlines. The establishment of a private sector-driven Maintenance, Repair and Overhaul (MRO) facility should significantly reduce maintenance costs for Nigerian operators while attracting customers from across Africa.

Liberalization and PPPs

The Government of Nigeria has adopted a civil aviation policy centred on liberalization and Public-Private Partnership (PPP) initiatives. These have resulted in significant growth for the industry, including huge investments in the nation's airports, increased capacity and more domestic operators. Domestic and international traffic has experienced tremendous growth over the last decade.

A Nigerian Flag Carrier

The absence of a strong, sustainable airline has long plagued the Nigerian aviation industry. The Nigerian government is advancing the process of establishing a strong national carrier with majority private sector participation.

Environmental Protection

In the area of environmental protection, Nigeria voluntarily participated in the pilot stage of ICAO's Carbon Offset and Reduction Scheme for International Aviation (CORSIA), while providing capacity training to many African states in support of the CORSIA Buddy Partnership.

A collaborative future

Nigeria will continue to make significant investments in the provision of aviation infrastructure and facilities for the safe, secure, environmentally-friendly, and sustainable economic development of international civil aviation. It will also keep supporting the ideals and aspirations of ICAO, and the achievements of its strategic objectives, in collaboration with other Member States of the Organization.

It is our profound wish that the international aviation community united at the 41st Session of the ICAO Assembly will once again renew its faith and trust in Nigeria by re-electing us to the Council of the Organization.



Roadmap to the Future

SENATOR HADI ABUBAKAR SIRIKA

MINISTER OF AVIATION

In a wide-ranging commentary, the Minister of Aviation outlines the major projects undertaken by his Ministry.

Concession of Airports

To fast track the development of infrastructure and facilities, we must rely on concessions. For example, the concessioning of our four major international airports will enhance their operational efficiency, profitability and competitiveness internationally. Under the Public-Private Partnership (PPP) arrangement, the private investor will upgrade, manage and operate the airport terminals to handle the projected growth in traffic in a seamless and efficient manner.

Establishment of a National Carrier

The creation of a national carrier will enable Nigeria to take full advantage of Bilateral Aviation Safety Agreements (BASA) and the Single African Air Transport Market (SAATM) while introducing competition, thereby leading to lower fares, better services and greater employment opportunities. The project will be private sector driven by a consortium of reputable international aviation and financial partners. The government will ensure its success with sustainable policies, allocation of BASA routes, financial guarantees and fiscal incentives, manufacturers and financial and institutional investors. The government is creating the proper context in terms of sustainable policies, allocation of BASA routes, provision of financial guarantees and fiscal incentives to ensure the success of the airline.

Aviation Leasing Company

The regional airline industry will benefit from an aircraft leasing company in terms of aircraft acquisition options at globally competitive rates. This will help Nigerian and African airlines to boost their fleet size and address high insurance premiums. Initially, the joint venture between the government and the private sector will lease aircraft and sub-lease them to African airlines. In the future, it will acquire, own and lease aircraft.

Maintenance, Repair & Overhaul (MRO) Centre

The high cost of maintenance restrains the growth and sustainability of domestic and regional airlines. A proposed independent Maintenance, Repair & Overhaul (MRO) centre in Abuja will meet the needs of airlines in West and Central Africa as well as those of the planned national carrier and African leasing company. The government will grant the concession to a private partner consortium who will design, build, finance, operate and maintain the facility.

Airport Cities (Aerotropolis)

Developing Nigeria’s major commercial airports and surrounding communities into efficient, profitable and self-sustaining commercial hubs, through increased private sector participation and Foreign Direct Investment (FDI), will create jobs and grow local industries. The PPP project will see the private partner develop, finance and maintain the Aerotropolis which includes the full complement of commercial facilities to support airlines and aviation-related businesses. Hospitality and tourism-oriented real estate assets and ancillary support infrastructure are also planned.



Cargo/Agro-Allied Airport Terminals

Agriculture is a key component of Nigeria’s gross domestic product with a huge export potential that unfortunately has remained largely untapped due mostly to the lack of proper cargo export facilities and infrastructure at our nation’s airports. Dedicated cargo/agro-allied terminals in each of the six geographical zones of the country will facilitate the movement of fresh produce by air. Also established under the PPP model, the proposed terminals will have facilities such as dry cargo terminal warehouses, perishable cargo terminals with cool chain storage, climate chambers for storage and handling of temperature sensitive products, and bonded warehouses.

Aerospace University

Nigeria suffers from a dearth of seasoned aviation professionals, especially at the managerial level. The projected growth of the industry will exacerbate the situation. A proposed aerospace university will fill these managerial human resources requirements in the medium and long term. It began in partnership with Nile University Abuja in September 2022 with two bachelor programmes in aviation business and a bachelor of science in meteorology.



NIGERIAN COLLEGE OF AVIATION TECHNOLOGY ZARIA

SIX SCHOOLS

- Flying School
- Aircraft Maintenance Engineering School
- Aeronautical Telecommunication Engineering School
- Airtraffic Services/Communication School
- Airport Emergency Training School

TRAINING PROGRAMMES

- Pilot Training
- ATSEP Training
- Cabin Crew Training
- Flight Operations Training
- Aviation Management Training
- Aircraft Maintenance Engineering Training
- Air Traffic Services/Communication Training
- ICAO Courses (GSI, SMxP, TDC, TMC, TIC etc)
- Aeronautical Telecommunications Engineering Training

CERTIFICATION

- NCAA Approved Training Organization (ATO) Certificate
- Full Member, ICAO TRAINAIR PLUS 'PLATINUM' STATUS
 - IATA Authorized Training Centre
- Fully Certified Non-accredited Educator Member of Aviation Accreditation Board International (AABI)
- Full Member, Association of African Aviation Training Organizations



ICAO TRAINAIR PLUS 'PLATINUM EXCELLENCE'
(2021-2024)
Highest Number of Trained Instructors
(2015, 2016, 2017, 2018, 2019, 2020 & 2021)
Highest Number of Trainees in ICAO Training Packages- Classroom Deliveries (2015, 2016, 2017, 2018, 2019, 2020 & 2021)



registrar@ncat.gov.ng **info@ncat.gov.ng**
deputyrector@ncat.gov.ng

+234(0)7015-099-800, (0)7015-099833,
(0)7015-099-180, (0)7015-0990807



SEVEN (7) STANDARDIZED TRAINING PACKAGES (STPs) DEVELOPED WITH ICAO



ATSEP NAVIGATION AIDS EQUIPMENT MAINTENANCE
By Nigerian College of Aviation Technology (NCAT), Nigeria
English 15 Days Classroom
Air Navigation Services



ATSEP AIRPORT POWER SYSTEMS AND FACILITIES MAINTENANCE
By Nigerian College of Aviation Technology (NCAT), Nigeria
English 10 Days Classroom
Air Navigation Services



ATSEP PRE ON THE JOB TRAINING COURSE
By Nigerian College of Aviation Technology (NCAT), Nigeria
English 4 Days Classroom
Air Navigation Services



ATSEP COMMUNICATION EQUIPMENT MAINTENANCE
By Nigerian College of Aviation Technology (NCAT), Nigeria
English 10 Days Classroom
Air Navigation Services



ATSEP SYSTEM MONITORING & CONTROL
By Nigerian College of Aviation Technology (NCAT), Nigeria
English 4 Days Classroom
Air Navigation Services



ATSEP DATA PROCESSING & AUTOMATION
By Nigerian College of Aviation Technology (NCAT), Nigeria
English 4 Days Classroom
Air Navigation Services



ATSEP SURVEILLANCE EQUIPMENT MAINTENANCE
By Nigerian College of Aviation Technology (NCAT), Nigeria
English 10 Days Classroom
Air Navigation Services

UPGRADING OF TRAINING AIDS AND FACILITIES



Construction of Boeing 737 simulator building



B737NG Integrated procedural Trainer



B737NG Full Flight simulator

ESTABLISHMENT OF PROGRAMMABLE COMPUTER LOGIC LABORATORY SUPPLY & INSTALLATION OF HVAC SOLAR/UPS LABOURATORY



Air Field Lighting Simulator



ELITE PI-1000 Germin Trainer



HVAC Solar Energy Trainer

CONVERSATION WITH CAPTAIN MUSA SHUAIBU NUHU

NIGERIAN CIVIL AVIATION AUTHORITY



Captain Musa Shuaibu Nuhu was appointed Director General of the Nigerian Civil Aviation Authority (NCAA) in February 2020. On 16 March, the world was struck with the coronavirus disease (COVID-19) pandemic that prompted a global lockdown of air transport operations. This was to bring out the best in Captain Nuhu, including his innate leadership qualities. He quickly swung into action and the NCAA became the first Civil Aviation Authority (CAA) to create COVID-19 health protocols and other guidance materials, ahead of all other CAAs and international aviation organizations. This earned him and the Authority global commendations and awards, notably from the African Civil Aviation Commission (AFCAC).

The world of aviation has evolved significantly and many of the changes are Information and Communication Technology (ICT)-driven. To keep staffers abreast of frequent technological innovations, the NCAA ICT framework must be considerably improved. To that end, the Authority is set to embark on huge ICT projects which include automating all internal processes through the implementation of change management and the acquisition of suitable ICT systems for a seamless operation.

I believe that automation will help us considerably in solving our IT shortfalls.

Not only will it make our work more effective and more efficient but we will be better positioned to cope with the growth in the industry. Less paperwork should reduce the administrative workload of inspectors and allow them to focus more on oversight and surveillance functions.

Asked about his plans to reposition the industry for greater oversight and better service delivery during the recovery from the COVID-19 pandemic, Capt. Nuhu focused on automation of the Authority's internal processes.

Post COVID-19 pandemic, the Authority has domesticated the Inspectors Training Scheme (ITS) and mandatory core courses, with over 400 course run over an 18 month period. This has not only ensured that all inspectors assigned duties are qualified but has greatly increased the number of inspectors available. In comparison to sending the inspectors to foreign organizations, training targets have been achieved over a significantly shorter period and most importantly at huge savings of over US\$ 3 million.



Capt. Nuhu also commented on the health of the Nigerian air industry as the recovery from COVID-19 takes hold.

Despite the damaging effects of COVID-19 on global aviation, the Authority is able to pull through. Air safety is good. There have not been any serious incidents or accidents for over eight years. The demand for air travel is high and there has been significant growth in domestic operations and rate of connectivity which is evident with new airlines coming on board.

Air Operator Certificates (AOC) for at least four more carriers are being processed and three more have already been issued scheduled and non-scheduled operation specifications. As a mark of increased confidence in the industry, existing airlines are expanding their operations by opening new routes.

The Nigerian aviation industry has experienced growth with several new airports coming online and airlines expanding their fleet size to meet the growing demands of the domestic market. This has resulted in improved domestic network connectivity, thus reducing travel time while enhancing passenger experience.

INTERVIEW WITH ENGR. MAHMOUD BEN TUKUR

REPRESENTATIVE OF NIGERIA ON THE ICAO COUNCIL



The Nigerian aviation industry is one of the fastest growing sectors of the Nigerian economy and is expected to continue to generate economic growth and development, create jobs, facilitate international trade and tourism, support local businesses and stimulate foreign investment. Due to various challenges facing the industry, however, these socio-economic benefits have not been optimally realized recently. The situation was further exacerbated by the unprecedented impact of the coronavirus disease (COVID-19) pandemic.

How did COVID-19 affect Nigeria?

The COVID-19 pandemic brought air traffic in Nigeria to a standstill, as it did globally. The impact was quite devastating because of the nature of the Nigerian air transport market which comprises domestic, regional and intercontinental traffic. Domestic services and international traffic were totally stopped, except for very essential, cargo and humanitarian flights.

The restrictions put in place by the government as part of measures to mitigate the spread of COVID-19 resulted in an estimated average monthly loss of NGN 21 billion, out of which airlines lost over NGN 10 billion.

The ripple effect was huge in terms of layoffs among airline employees and non-payment of salaries. The airlines' financial crisis quickly spread throughout the sector affecting all stakeholders including airports, handling services, catering, leasing and maintenance companies and so on. This also resulted in substantial losses for the financial institutions involved with the aviation sector.

As the Civil Aviation Authority (CAA) relies on activities of the aviation sector for its revenues, it was seriously affected. This is still hampering the ability of Nigerian aviation agencies to meet their various obligations.

Any lessons learned - any silver linings?

The Nigerian government and the Nigerian civil aviation industry learned that the quick response and coordination of the different sectors of the economy during the COVID-19 pandemic was vital in dealing with future pandemics or health-related crises. This multi-sectoral and multi-disciplinary approach in response to the COVID-19 pandemic under the Presidential Task Force on COVID-19 was an important lesson learned.

The government's efforts in supporting the recovery of the industry represented an opportunity to better understand industry challenges, reassess the role and contribution of civil aviation to economic growth and ensure the sustainable development of the industry. It underscored the need to reimagine, revitalize and retool the aviation system in order for it to be more resilient to future crises and continue to deliver the expected socio-economic benefits.

It was an opportunity as well for Nigeria to reposition its industry and strengthen its airlines. For example, the emergency funds provided by the government should be used to encourage mergers and consolidation of operations amongst the carriers.

The pandemic also gave the required down time to carry out comprehensive safety, security and economic audits of the industry, to identify gaps and put in place the appropriate corrective actions and strategies.

The theme of the 41st ICAO Assembly is Reconnecting the World. What does that mean for Nigeria, for Africa?

As the pandemic was losing strength, restarting flight operations became a priority. For months there was a total disconnect and suddenly the world needed to reconnect. The challenge was to resume safe air transportation activities and get back to pre-COVID-19 traffic levels. There was also the challenge of harmonizing various requirements for flight operations among states.

The ICAO Council's Aviation Recovery Task Force (CART) provided excellent guidance on how to resume air transport operations while at the same time meeting public health requirements.

For Nigeria and Africa in general, the cessation of air transport activities was a major setback, as previous gains in establishing connectivity on the continent were lost. The Single African Air Transport Market also suffered, but with new efforts and resilience on the part of all stakeholders involved, it is a matter of time before civil aviation bounces back and Africa reconnects with the world.

How would you describe Nigeria's long-standing presence on the ICAO Council?

Nigeria became a member of the ICAO Council in 1962 and has continued making valuable contributions to the Council's work. Dr Olumuyiwa Benard Aliu was elected President of the Council while serving as the Representative of Nigeria. In addition, Representatives of Nigeria have served as Vice-Presidents of the Council and at various times as Chairmen and members of Committees and Working Groups as well as moderators and panellists at ICAO conferences. Nigeria has also contributed experts on various ICAO technical panels and commissions.

The motivation for Nigeria to remain on the Council is that it offers the possibility to keep playing a key role in supporting the implementation of ICAO policies and programmes internationally, and particularly in the African region.

The sharing of relevant information amongst stakeholders as well as data gathering and analysis are also key in a successful response to a pandemic.



FEDERAL AIRPORTS AUTHORITY OF NIGERIA

Giant strides to excellence



CAPT. RABIU HAMISU YADUDU
MANAGING DIRECTOR AND CHIEF EXECUTIVE

The Federal Airports Authority of Nigeria (FAAN) is headed by an astute, dynamic and very energetic young man - Capt. Rabi Hamisu Yadudu. He totally espouses the mission of the Authority, to “develop and profitably manage customer-centric airport facilities for the safe, secure and efficient carriage of passengers and goods at world-class standards of quality.” Sticking to this compass drives his team to ever-higher levels of excellence.

In his three years at the helm of FAAN, Captain Yadudu has distinguished himself in the areas of human capital development, infrastructure and operations. His administration is seen to be doing well in meeting expectations of the flying public for maintaining international best practices and achieving compliance with safety and security standards.

Infrastructure overhaul is at the heart of his administration, a passion consistently followed from the start and which is paying off tremendously. The Authority is vigorously pursuing its vision “To be amongst the best airport groups in the world” and spares no effort to provide a safe and convivial environment that attracts investments into the country.

Unprecedented strides in human capital development saw 4 500 personnel, some 50 per cent of the workforce in categories ranging from safety and security to engineering and customer service, be exposed to various levels of training in the past year. Leveraging human resources development has led to great improvements in the overall security architecture, passenger facilitation and airport operations nationwide.

For example, automated luggage scanners are now in use at airports and security employees take part in ICAO training programmes at the Authority’s ICAO and Airports Council International (ACI) certified training facility, which also draws participants from outside Nigeria.

Capt. Yadudu, an experienced pilot and certified International Airports Professional (IAP), sees the need to embark on a massive training programme to develop ICAO and ACI certified airport professionals in order to strengthen safety and security and improve the quality of service.

In fact, Capt. Yadudu introduced to FANN an ACI initiative called Airport Service Quality (ASQ) which allows passengers to rate the Authority’s operations. The survey rated Nnamdi Azikiwe International Airport Abuja amongst the top three in ASQ in Africa.

At the last ACI assembly held at Mombasa, Kenya, FAAN also earned the ACI recognition in Safety and the Human Resource Award for Diversity in recognition of the largest percentage of female staff.

VISION
To be amongst the best airport groups in the world

MISSION STATEMENT
To develop and profitably manage customer-centric Airport facilities for safe, secure and efficient carriage of passengers and goods at world-class standards of quality.



Headquarters Complex:
Murtala Muhammed Airport, P.M.B 21607, Ikeja, Lagos
Tel: +234-1-280-0830. Website: www.faanigeria.org

Website: www.faan.gov.ng
Facebook Page: FAAN OFFICIAL
Twitter Handle: @FAAN_OFFICIAL



NIGERIAN AIRSPACE MANAGEMENT AGENCY

Free route airspace in Nigeria



MATTHEW LAWRENCE PWAJOK
ACTING MANAGING DIRECTOR OF NAMA

The Nigerian Airspace Management Agency (NAMA) has been very supportive of airlines and the air transport industry in recovering from the disastrous impacts of the coronavirus disease (COVID-19) pandemic. They were joined in this undertaking by the International Air Transport Association (IATA), ICAO's West and Central African Regional Office (WACAF) and the Nigerian Civil Aviation Authority (NCAA). Together, they began implementing strategic measures to reduce costs for operators while enhancing safety, efficiency and capacity towards a global restoration of international air services.

One such measure involves the implementation of Performance-based Navigation (PBN) Area Navigation 10 (RNAV10) domestic and regional routes, direct routes, flight plannable direct routes and Free Route Airspace (FRA) within the Nigerian airspace. The aim is to reduce flight distances, flight times, flight crew workload, fuel consumption, operational costs, CO₂ emissions and air traffic control workload.

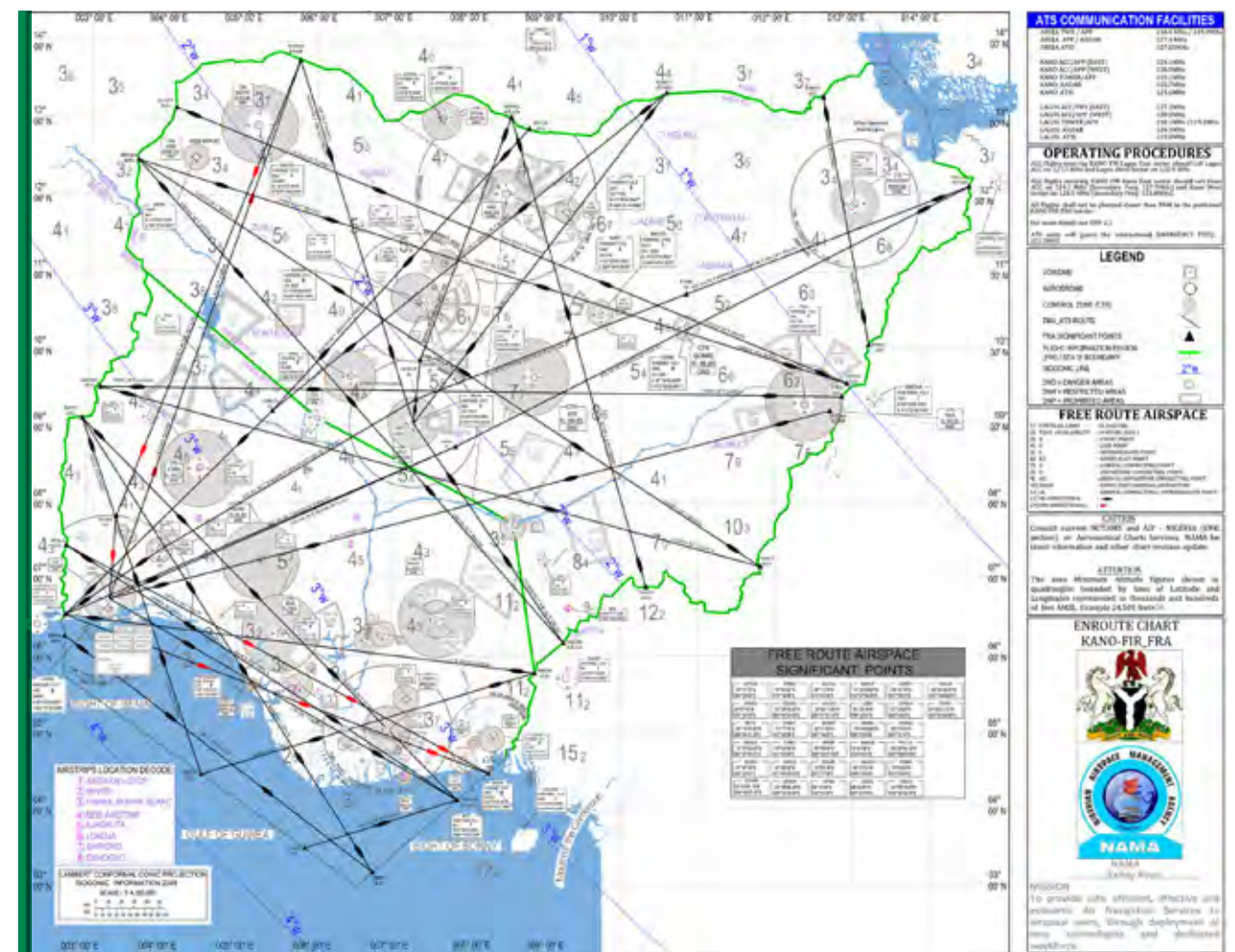
FRA Concept Overview

FRA is defined as "A specified airspace within which users may freely plan a route between a defined entry point and a defined exit point, with the possibility to route via intermediate (published or unpublished) waypoints, without reference to the ATS route network, subject to airspace availability."

In free route airspace operations, fixed airspace structures are removed above 29 000 feet, allowing aircraft to fly preferred routes between defined entry and exit points.

FRA allows airlines the freedom to plan and fly their optimal route considering weather, wind direction and wind speed.

This level of flexibility wasn't previously possible with an airspace structure requiring aircraft to fly predefined Air Traffic Services (ATS) routes. With new technologies and navigational techniques, aircraft can fly preferred trajectories much more efficiently, while remaining subject to air traffic control.



► Map of FRA airspace in Nigeria

Implementation of Free Routing Airspace in Nigeria

The FRA concept was implemented in Nigeria on 2 December 2021 on the same date that the United Kingdom’s National Air Traffic Services (NATS) published implementation information for FRA.

Implementation was preceded by the development of action plans, RNAV10 Routes and flight plannable direct routes, as well as safety assessments, sensitization workshops, gap analysis, check list and other required elements.

FRA covers the entire territory of Nigeria Kano Flight Information Region (FIR) between latitudes 3° and 14° north and is available 24/7.

Summary of FRA Benefits

- ✓ facilitate flight planning for increased efficiency
- ✓ reduce pilot and air traffic workload
- ✓ reduce fuel consumption and CO₂ emissions
- ✓ enhance air traffic management capacity
- ✓ reduce flight time and enhance optimum flight trajectories
- ✓ enhance safety and efficiency through advanced avionics systems
- ✓ reduced flight distances
- ✓ low implementation costs
- ✓ more efficient use of airspace as the same number of aircraft are spread over more routes.

Conclusion

The effective implementation of Free Routing Airspace in Nigeria 2021 is in line with our objective of supporting airlines with the most efficient flight trajectories to facilitate recovery from the COVID-19 pandemic.

The Nigerian Airspace Management Agency is at various stages of implementing other Air Traffic Management (ATM) enhancement projects such as automation of the Aeronautical Information Service (AIS), transportable radars, mobile towers, upgrading of the automated tower system, surface movement radar and ground control systems, upgrading of total radar coverage system, a multilateration system for low-flying helicopters, a virtual tower simulator system and many more. All these initiatives are in line with ICAO Aviation System Block Upgrades (ASBU) for the enhancement of safety, efficiency, effectiveness, capacity, access, interoperability and environmental protection.

NIGERIAN METEOROLOGICAL AGENCY

The weather watchers

The Nigerian Meteorological Agency (NiMet) provides comprehensive meteorological services that support human and environmental sustainability, policy development and the safe operation of air, land, and marine transportation.

As it pursues its vision to be a world-class provider of weather and climate services for safety and sustainable national socio-economic development, NiMet has over the years become a household name around Africa and beyond recognized for timeliness, quality and accuracy.

In aviation specifically, weather forecasting plays a critical role in the safety and financial viability of air transport operations. A well-managed, well-equipped and technologically-driven meteorological organization helps airliners and operators to fly in a more efficient manner, thereby saving fuel and reducing CO₂ emissions.

The government of Nigeria, through the Federal Ministry of Aviation, has invested significant resources to ensure that NiMet is properly equipped to perform its duties effectively.

As a result, the Agency boasts a wide range of technological innovations that are revolutionizing the management of weather data and information.

One such innovation is the Meteowiz, a technology that makes it possible to collate, archive and transmit meteorological information. It has been deployed to nine airports across the country and efforts are ongoing to cover more airports and stations. The Agency has also partnered with other organizations such as Earth Network (EN) for equipment, technology and data exchanges to enhance its capacity. EN recently donated to the Agency ten Automated Weather Observing Systems (AWOS) with lightning detectors covering 10 airports across the country. Embracing the concept of Public-Private Partnerships (PPP), the Agency continues to improve its network of observing stations. It has benefited from PPP arrangements with the Institute for Ubiquitous

Meteorology (UBIMET), the Trans-African Hydro-Meteorological Observatory (TAHMO) and others. NiMet has also partnered with over 100 national institutions for meteorological data gathering and cooperates with state and private airports in Nigeria to ensure that the safety of air navigation is not compromised.

Prof. Mansur Bako Matazu, Director General and Chief Executive Officer of NiMet, emphasizes that his agency is “well committed to improving infrastructure and equipment for weather observation and forecasting while investing in training and retraining of personnel”. He points to an Aviation Task Team created “to assess and evaluate the state of our equipment and infrastructure including human resources, across all the airports in the country, and make recommendations where necessary for improved safety and service delivery”.

Such initiatives, coupled with improved quality of service delivery, have helped the Agency become the first meteorological services in Africa to be ISO 9001:2015 certified. The NiMet Regional Training Centre (RTC) in Lagos has also been certified with ISO 29990:2010 for training services, likewise becoming the first in Africa since 2019.



Prof. Mansur Bako Matazu is the Director General and Chief Executive Officer of the Nigerian Meteorological Agency (NiMet). He is the Permanent Representative of Nigeria with the World Meteorological Organisation (WMO) and Member of the WMO Executive Council and WMO Regional Association Management Group. Prof Matazu is also the Chairperson of the Board of Governors, African Centre of Meteorological Application for Development (ACMAD).

Professor Matazu is an advocate of “early warning, early action”.

Beyond aviation, the Agency under Professor Matazu’s visionary leadership based on an eight-point policy thrust has developed products and services that are not only adopted nationally for planning purposes but have become the benchmark for other meteorological services across Africa. The Agency’s Seasonal Climate Prediction (SCP) provides essential weather advisories and early warnings to planners, decision-makers and operators in the various rainfall-sensitive socio-economic sectors. Impact-based forecasting with three- and seven-day validity are other services the Agency has started providing in support of Professor Matazu’s belief that to mitigate the impact of adverse weather, necessary preparations must always be made. Similarly, in addition to products for the tourism, construction and oil and gas sectors, NiMet continues to provide timely meteorological forecasting to the marine and maritime industries through an agreement with the Nigerian Maritime Administration and Safety Agency.

The Accident Investigation Bureau - AIB



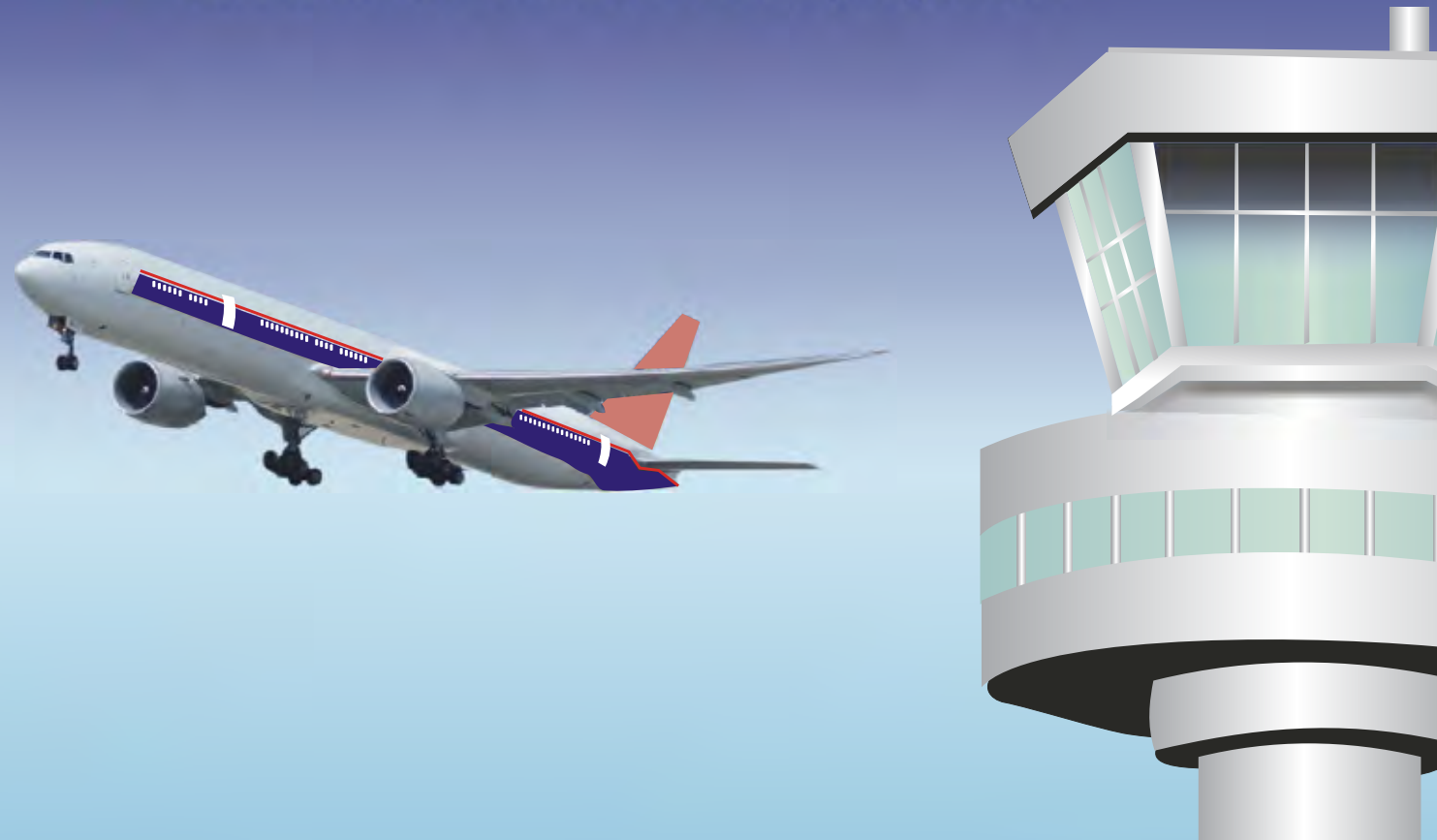
ENGR. AKIN OLATERU
COMMISSIONER AND CHIEF EXECUTIVE OFFICER OF AIB

The Accident Investigation Bureau (AIB) is an autonomous aviation agency responsible for investigating civil aircraft accidents and serious incidents within Nigeria.

- Landmark achievements** ▶ The Bureau has published 76 reports and issued 242 safety recommendations since its inception in 2007.
- Facilities** ▶ AIB offices are located at airports in Abuja (headquarters), Lagos, Kano and Enugu. At the Abuja office, a flight safety laboratory can download data from most Cockpit Voice Recorders (CVR) and Flight Data Recorders (FDR). The Command-and-Control Centre (CCC) monitors flights within the Nigerian airspace and provides timely notification for deployment of investigators to crash sites.
- Collaboration and involvement** ▶ The AIB is providing technical assistance to Sierra Leone to establish an Aircraft Accident and Incident Investigation Bureau. It offered similar support to Gambia and has assisted Sao Tome and Principe and Cameroon in aircraft accident investigations. The AIB plays a principal role in the Banjul Accor Group Accident Investigation Agency (BAGAIA) and provides technical support to the agency.
- Mobile Application** ▶ A mobile application released by the AIB makes it easier to report accidents and serious incidents.
- Drones** ▶ The Bureau uses drones during investigations, especially in crash site assessment and hazards identification, as well as aerial photography, mapping and access to difficult terrain.
- Emergency Mobile Satellite Office** ▶ The Bureau will soon have access to a mobile office for deployment at crash sites and handheld investigation equipment that will help investigators to carry out analysis of evidence and download FDR & CVR data on location.

A NEW LIFT.

- Total commitment to safety
- Fleet renewal
- Non-punitive reporting system
- Zero accidents
- Zero fatalities
- Zero tolerance to violation of safety regulations



NIGERIAN CIVIL AVIATION AUTHORITY

Ensuring Safety and Efficiency in Air Transport and Navigation

Aviation House

P.M.B 2129, 21039, Murtala Muhammed Airport, Ikeja, Lagos, Nigeria.

Tel: 234-1-4721521, Fax: 234-1-2790421

E-mail: info@ncaa.gov.ng, Website: www.ncaa.gov.ng



Sao Tome and Principe

Member State since 1977



Image not provided by the Member State. Source: Shutterstock.com

STATE FACTS & FIGURES

Capital São Tomé	Official Languages Portuguese	Currency dobra	Area 1 001 Km²
Population 215 048		Gross Domestic Product (GDP) US\$ 427.4 million US\$ 1 988 per capita	

AIR TRANSPORT STATISTICS*

1 International Airport	1 Domestic Airport	1 National Airline with International Services	5 Foreign Airline Operations
International Traffic 100 458 passengers	Domestic Traffic N/A passengers	International Cargo 250 metric tonnes	Domestic Cargo N/A metric tonnes



Image not provided by the Member State. Source: Shutterstock.com

* As this publication went to press, updated Air Transport Statistics from the State had not yet reached ICAO. Material from the previous edition of ["ICAO STATES TODAY - 75 Years of Progress Since Chicago"](#) was used instead.



Senegal

Member State since 1960
www.anacim.sn | Email: anacim@anacim.sn



Image not provided by the Member State. Source: Shutterstock.com

STATE FACTS & FIGURES

Capital Dakar	Official Languages French	Currency CFA franc	Area 196 712 Km²
Population 16.3 million		Gross Domestic Product (GDP) US\$ 23.4 billion US\$ 1 436 per capita	

AIR TRANSPORT STATISTICS*

5 International Airports	N/A Domestic Airports	1 National Airline with International Services	31 Foreign Airline Operations
International Traffic 2 million passengers	Domestic Traffic N/A passengers	International Cargo 32 000 metric tonnes	Domestic Cargo N/A metric tonnes



Image not provided by the Member State. Source: GettyImages.ca

* As this publication went to press, updated Air Transport Statistics from the State had not yet reached ICAO. Material from the previous edition of “[ICAO STATES TODAY - 75 Years of Progress Since Chicago](#)” was used instead.



Sierra Leone

Member State since 1961
www.slcaa.gov.sl | Email: info@slcaa.gov.sl



STATE FACTS & FIGURES

Capital Freetown	Official Languages English	Currency leone	Area 71 740 Km²
Population 7.8 million		Gross Domestic Product (GDP) US\$ 4 billion US\$ 522 per capita	

AIR TRANSPORT STATISTICS*

1 International Airport	0 Domestic Airports	0 National Airlines with International Services	12 Foreign Airline Operations
International Traffic 296 813 passengers	Domestic Traffic N/A passengers	International Cargo 78 146 metric tonnes	Domestic Cargo N/A metric tonnes

VISION, STRATEGIES AND ACHIEVEMENTS

Our Vision: To provide Sierra Leone with a sustainable, world class civil aviation regulatory oversight system.

Our Mission: To build a safe, secure, effective, efficient and environmentally friendly national civil aviation system.

Our Strategies and Achievements: In spite of the coronavirus disease (COVID-19) pandemic, the Sierra Leone Civil Aviation Authority (SLCAA) has made

great progress towards reaching its goals, thanks to our persistent optimism and resilience in the face of adversity. As an organization, and in agreement with President Julius Maada Wonie Bio’s vision of building a sustainable aviation system in Sierra Leone, the Director General has carried out, within the period under review, numerous safety and security programmes that are steadily moving the Authority towards achieving its strategic objectives.

* As this publication went to press, updated Air Transport Statistics from the State had not yet reached ICAO. Material from the previous edition of “[ICAO STATES TODAY - 75 Years of Progress Since Chicago](#)” was used instead.



Togo

Member State since 1965

www.anac-togo.tg | Email: secretariat@anac-togo.tg



Image not provided by the Member State. Source: Shutterstock.com

STATE FACTS & FIGURES

Capital Lomé	Official Languages French	Currency CFA franc	Area 54 390 Km²
Population 8 million		Gross Domestic Product (GDP) US\$ 7.2 billion US\$ 893 per capita	

AIR TRANSPORT STATISTICS*

2 International Airports	N/A Domestic Airports	2 National Airlines with International Services	7 Foreign Airline Operations
International Traffic 474 252 passengers	Domestic Traffic N/A passengers	International Cargo 7 metric tonnes	Domestic Cargo N/A metric tonnes



Image not provided by the Member State. Source: istockphoto.com

* As this publication went to press, updated Air Transport Statistics from the State had not yet reached ICAO. Material from the previous edition of "ICAO STATES TODAY - 75 Years of Progress Since Chicago" was used instead.

UNITINGAVIATION.COM

A LEADER IN AVIATION NEWS AND CONTENT



ALL THINGS CIVIL AVIATION

For all things civil aviation, check out our news magazine UnitingAviation. We cover a wide range of industry topics where you can stay updated and informed on what is happening in aviation. To get the latest news and content, subscribe to our newsletter!

- Bring readers the latest aviation content
- Stay on top of the industry news, trends and analysis
- Personalized email newsletters with your preferences



STAY UP TO DATE!
Scan the QR code to subscribe



Asia / Pacific



39 MEMBER STATES

Afghanistan	Indonesia	Nauru	Sri Lanka
Australia	Japan	Nepal	Thailand
Bangladesh	Kiribati	New Zealand	Timor-Leste
Bhutan	Lao People's Democratic Republic	Pakistan	Tonga
Brunei Darussalam	Malaysia	Palau	Tuvalu
Cambodia	Maldives	Papua New Guinea	Vanuatu
China	Marshall Islands	Philippines	Viet Nam
Cook Islands	Micronesia (Federated States of)	Republic of Korea	
Democratic People's Republic of Korea	Mongolia	Samoa	
Fiji	Myanmar	Singapore	
India		Solomon Islands	



MESSAGE FROM THE REGIONAL DIRECTOR MR. TAO MA

The years 2020 and 2021 have proven to be the most challenging in civil aviation history due to the coronavirus disease [COVID-19]. The pandemic has affected all industries, sectors, and all aspects of our lives with devastating economic and financial losses and significant uncertainty. For the aviation and tourism sectors, the impact of COVID-19 has been particularly severe. Regions with large domestic markets, good vaccination rollout strategies and less restrictive border reopening policies saw them recover faster than the other parts of the world. International air traffic of Asia-Pacific airlines have been impacted by strict government border restrictions, also vaccination rollout is diverse and slow especially in some countries in Asia-Pacific. On the other hand, domestic passenger traffic has been and is recovering ahead of international as exemplified by the strong recovery of China's domestic market. Fortunately, the Asia/Pacific region's role as a manufacturing hub benefited the regions airlines' cargo revenues.

Nonetheless, 2021 was a year of collaboration between the aviation industries and public health. Since the onset of the crisis, the APAC Regional Office has pursued several new avenues of virtual interaction and communication with our Member States in the region. Despite ongoing challenges, the ICAO APAC Office effectively delivered its annual activities as planned. Asia Pacific States have been actively participating in the ICAO Asia Pacific regional coordination mechanisms such as the ICAO Planning and Implementation Regional Group [APANPIRG], Regional Aviation Safety Group [RASG-AP] and the Regional Aviation Security Coordination Forum [RASCF].

The APAC Regional Office is committed to making the maximum effort to reconnect the world by supporting Member States in responding to and recovering from the COVID-19 pandemic, strengthening international aviation safety and security standards, and promoting a sustainable aviation system. For the Year 2022/23 period, the main activities and priorities of the ICAO APAC Regional Office are as follows: 1) Supporting the recovery of APAC civil aviation through the work of the Asia and Pacific (APAC) COVID-19 Contingency and Recovery Planning Group (ACCRPG), its three sub-groups and the COVID-19 Response and Recovery Implementation Centre (CRRIC); 2) Implementing the recommendations of the Pacific Small Island Developing States (PSIDS) aviation needs analysis study; 3) Strengthening stakeholders engagement and collaboration to advance ICAO's strategic objectives; 4) Mediating several ATM contingency events, including contingency operations in the Kabul (Afghanistan) FIR; and 5) Promoting participation in the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA) and submission of the State Action Plan (SAP) to reduce CO₂ emissions from aviation.

Finally, I would like to take the opportunity to invite you to attend and actively participate in the forthcoming 41st ICAO Assembly in September 2022, which is expected to address many priority issues including Recent developments in Annex 9-Facilitation, Cybersecurity for civil aviation and explore the Feasibility of a Long-term Global Aspirational Goal (LTAG) for International Aviation CO₂ Emissions Reductions.



Empower You to be Aviation Experts

The Hong Kong International Aviation Academy (HKIAA), established by the Airport Authority Hong Kong, offers a diverse range of management, operations and specialised courses across five disciplines. Our programmes are benchmarked against international standards and industry best practices to fit the training needs of the aviation community in Hong Kong and throughout the region.

We are a ICAO Gold Full TRAINAIR PLUS Programme (TPP) Member, delivering ICAO Standard Training Packages focused on aviation security, airport operations and management, and other ICAO Training Packages.

In partnership with the École Nationale de l'Aviation Civile (ENAC), the HKIAA delivers an 18-month **Advanced Master in Air Transport Management** in Hong Kong. In addition to standard MBA modules, this part-time programme includes aviation knowledge and skills, management strategy applied in both airlines and airport management, supporting the sustainable growth of the aviation industry in the region.



Afghanistan







Member State since 1947

acaa.gov.af/en






Image not provided by the Member State. Source: [istockphoto.com](https://www.istockphoto.com)

STATE FACTS & FIGURES

 Capital Kabul	 Official Languages Pashto, Dari, (Persian)	 Currency afghani	 Area 652 225 Km²
 Population 38 million	 Gross Domestic Product (GDP) US\$ 18.8 billion US\$ 494 per capita		

AIR TRANSPORT STATISTICS*

4 International Airports	 24 Domestic Airports	2 National Airlines with International Services	 10 Foreign Airline Operations
International Traffic 1.5 million passengers	 Domestic Traffic N/A passengers	International Cargo 13 265 metric tonnes	 Domestic Cargo N/A metric tonnes

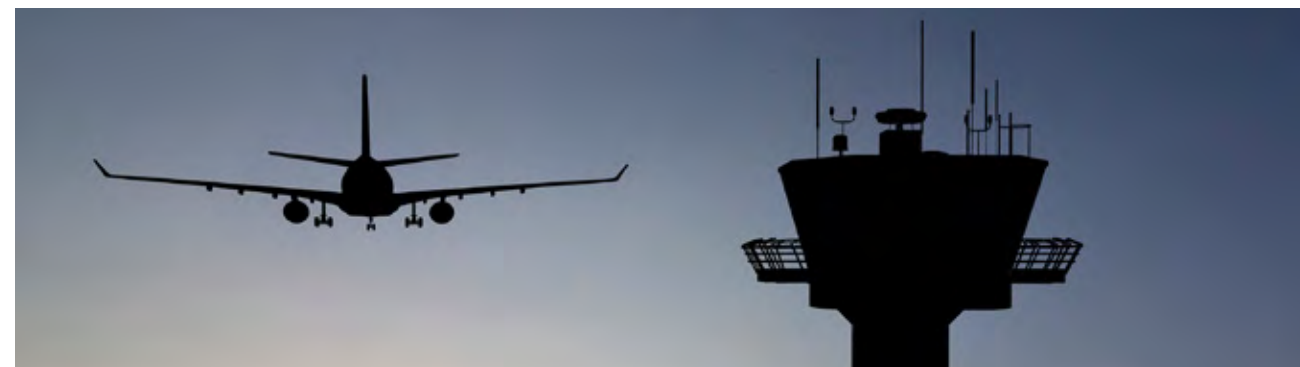


Image not provided by the Member State. Source: [istockphoto.com](https://www.istockphoto.com)

* As this publication went to press, updated Air Transport Statistics from the State had not yet reached ICAO. Material from the previous edition of "ICAO STATES TODAY - 75 Years of Progress Since Chicago" was used instead.



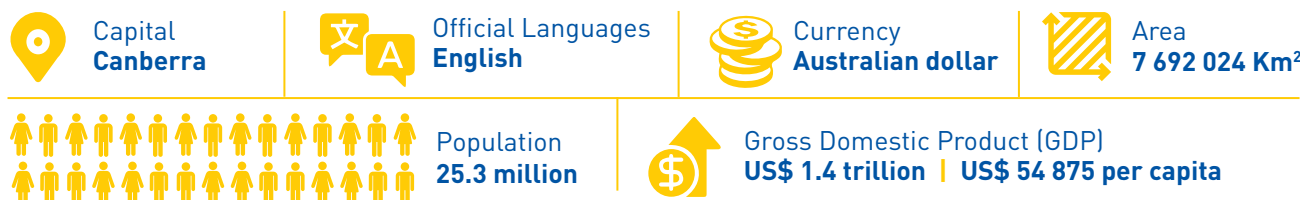
Australia

Member State since 1947

www.infrastructure.gov.au | Email: InternationalICAO@infrastructure.gov.au



STATE FACTS & FIGURES



AIR TRANSPORT STATISTICS



VISION, STRATEGIES AND ACHIEVEMENTS

Vision:
To improve the safety, capacity and security of the global aviation network by strengthening economic development and environmental protection and facilitating the recovery of the aviation industry from the coronavirus disease (COVID-19) pandemic.

Strategy:
Through ICAO, Australia works collaboratively with the international community, particularly our neighbours in the Pacific, to enhance Standards and Recommended Practices (SARPs) for safety, air navigation, security, facilitation and environmental protection.

Achievements:

- An Aviation Recovery Framework in response to the COVID-19 pandemic
- A leading participant in the work of the ICAO Council Aviation Recovery Taskforce (CART) and of the Asia and Pacific COVID-19 Contingency and Recovery Planning Group during the coronavirus disease pandemic.
- Technical and leadership contributions to many ICAO committees, panels and study groups across the Organization
- An updated State Safety Programme and National Aviation Safety Plan for the year 2021 – one of the first countries to do so.



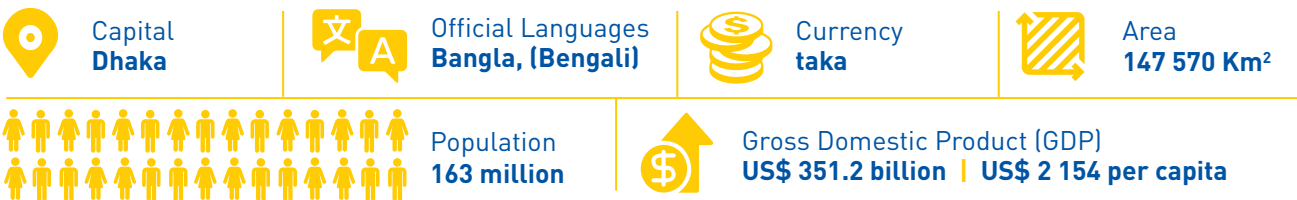
Bangladesh

Member State since 1972

www.caab.gov.bd | Email: chairman@caab.gov.bd



STATE FACTS & FIGURES



AIR TRANSPORT STATISTICS



VISION, STRATEGIES AND ACHIEVEMENTS

Vision: Transform Bangladesh into one of the world's best aviation hubs.

Strategies:

- Increase capacity for aircraft and passenger movements and cargo handling
- Improve operational, administrative and economic management through information technology
- Improve passenger service at all airports
- Implement internationally recognized standards
- Develop qualified and experienced human resources

Achievements:

- Awarded the ICAO Council President Certificate for aviation safety after achieving an Effective

Implementation (EI) score of 73.3 per cent in 2017 under the ICAO Universal Safety Oversight Audit Programme (USOAP) and an EI score of 77.7 per cent in 2018

- Successfully recovered from the effects of the coronavirus disease (COVID-19) pandemic by pursuing ongoing infrastructure development projects.

In Bangladesh, air transport is expected to grow by more than 300 per cent in the next 20 years, which will result in 24 million passenger movements by 2038



Bhutan

Member State since 1989
www.bcaa.gov.bt | Email: bcaa@bcaa.gov.bt









Fleets operated by two airline operators



Paro International Airport, the only international airport in Bhutan

STATE FACTS & FIGURES

 Capital Thimphu	 Official Languages Dzongkha	 Currency ngultrum	 Area 38 394 Km ²
 Population 763 094		 Gross Domestic Product (GDP) US\$ 2.5 billion US\$ 3 323 per capita	

AIR TRANSPORT STATISTICS

1 International Airport	 2 Domestic Airports	2 National Airlines with International Services	 0 Foreign Airline Operations
International Traffic 422 038 passengers	 Domestic Traffic 17 300 passengers	International Cargo 732 metric tonnes	 Domestic Cargo N/A metric tonnes

VISION, STRATEGIES AND ACHIEVEMENTS

Bhutan is dedicated to maintaining an exemplary safe and secure civil aviation system in the region based on the following objectives:

- Ensure the implementation of aviation safety and security standards through continuous oversight functions in line with international best practices

- Provide continued effective oversight functions through competent professionals
- Facilitate air connectivity through international collaboration
- Regulate and foster general aviation activities.



Brunei Darussalam

Member State since 1984
www.dca.gov.bn | Email: info.dca@dca.gov.bn



STATE FACTS & FIGURES

 Capital Bandar Seri Begawan	 Official Languages Malay, English	 Currency Brunei dollar	 Area 5 765 Km ²
 Population 433 296		 Gross Domestic Product (GDP) US\$ 13.5 billion US\$ 31 086 per capita	

AIR TRANSPORT STATISTICS

1 International Airport	 N/A Domestic Airports	1 National Airline with International Services	 5 Foreign Airline Operations
International Traffic 2.2 million passengers	 Domestic Traffic N/A passengers	International Cargo 25 374 metric tonnes	 Domestic Cargo N/A metric tonnes

VISION, STRATEGIES AND ACHIEVEMENTS

Vision: World Class Aviation

Strategies:

- Provide sustainable, safe, secure and efficient civil aviation services
- Regulate civil aviation in compliance with ICAO International Standards and Recommended Practices (SARPs)
- Enhance human resources capacity and capabilities
- Promote and ensure the growth of a safe and vibrant air transport industry

Achievements (2019):

- From 2018 to 2019, the contribution of the air transport sector to the GDP of Brunei Darussalam increased to 3.8 per cent.
- Under the National Development Plan, improvement to air navigation systems, infrastructure and services were implemented.
- Royal Brunei Airline received the Skytrax 4-Star Airline Rating Award from the United Kingdom of Great Britain and Northern Ireland-based consultancy which runs an airline and airport review and ranking site




Cambodia


Member State since 1956
www.civilaviation.gov.kh/en/ | Email: ssca-int@ssca.gov.kh





Image not provided by the Member State. Source: Shutterstock.com


STATE FACTS & FIGURES


**Capital**
Phnom Penh

**Official Languages**
Khmer, French

**Currency**
riel

**Area**
181 035 Km²

**Population**
16.5 million

**Gross Domestic Product (GDP)**
US\$ 27 billion | US\$ 1 643 per capita

AIR TRANSPORT STATISTICS*

3 International Airports 

4 Domestic Airports

6 National Airlines with International Services

 **47** Foreign Airline Operations

International Traffic
10.6 million passengers 

Domestic Traffic
N/A passengers

International Cargo
73 591 metric tonnes 

Domestic Cargo
N/A metric tonnes



Image not provided by the Member State. Source: istockphoto.com

* As this publication went to press, updated Air Transport Statistics from the State had not yet reached ICAO. Material from the previous edition of "ICAO STATES TODAY - 75 Years of Progress Since Chicago" was used instead.




China

Member State since 1946
www.caac.gov.cn/en/





Image not provided by the Member State. Source: Shutterstock.com


STATE FACTS & FIGURES


**Capital**
Beijing

**Official Languages**
Mandarin, Chinese


**Currency**
renminbi

**Area**
9.6 million Km²

**Population**
1.4 billion


**Gross Domestic Product (GDP)**
US\$14.3 trillion | US\$ 10 144 per capita


AIR TRANSPORT STATISTICS*

78 International Airports 

151 Domestic Airports

30 National Airlines with International Services

 **138** Foreign Airline Operations

International Traffic
55.5 million passengers 

Domestic Traffic
N/A passengers

International Cargo
2.2 million metric tonnes 

Domestic Cargo
N/A metric tonnes



Image not provided by the Member State. Source: istockphoto.com

* As this publication went to press, updated Air Transport Statistics from the State had not yet reached ICAO. Material from the previous edition of "ICAO STATES TODAY - 75 Years of Progress Since Chicago" was used instead.



Cook Islands

Member State since 1986
www.transport.gov.ck | Email: donald.guinea@cookislands.gov.c



STATE FACTS & FIGURES

Capital
Avarua

Official Languages
English, Cook Islands Maori

Currency
New Zealand dollar

Area
240 Km²

Population
17 500

Gross Domestic Product (GDP)
N/A | N/A per capita

AIR TRANSPORT STATISTICS

1 International Airport

8 Domestic Airports

1 National Airline with International Services

4 Foreign Airline Operations

International Traffic
373 900 passengers

Domestic Traffic
100 700 passengers

International Cargo
N/A metric tonnes

Domestic Cargo
N/A metric tonnes

VISION, STRATEGIES AND ACHIEVEMENTS

The Cook Islands vision of aviation is primarily focused on promoting efficiency and upholding high safety standards in the air transport sector. As a member of the Pacific Small Island Developing States (PSIDS), Cook Islands aviation continuously strives to better itself and keep up with a rapidly changing regional environment. Our strategy is to work collaboratively with ICAO and other Pacific Island States to enhance the overall safety of our region.



Democratic People's Republic of Korea

Member State since 1977



Image not provided by the Member State. Source: Shutterstock.com

STATE FACTS & FIGURES

Capital
Pyongyang

Official Languages
Korean

Currency
won

Area
123 138 Km²

Population
25.7 million

Gross Domestic Product (GDP)
N/A

AIR TRANSPORT STATISTICS*

2 International Airports

N/A Domestic Airports

1 National Airline with International Services

1 Foreign Airline Operations

International Traffic
102 309 passengers

Domestic Traffic
N/A passengers

International Cargo
329 metric tonnes

Domestic Cargo
N/A metric tonnes



Image not provided by the Member State. Source: Shutterstock.com

* As this publication went to press, updated Air Transport Statistics from the State had not yet reached ICAO. Material from the previous edition of "ICAO STATES TODAY - 75 Years of Progress Since Chicago" was used instead.



Fiji

Member State since 1973
www.caaf.org.fj | Email: info@caaf.org.fj



STATE FACTS & FIGURES

Capital
Suva

Official Languages
Fijian, English

Currency
Fiji dollar

Area
18 270 Km²

Population
889 955

Gross Domestic Product (GDP)
US\$ 5.5 billion | US\$ 6 176 per capita

AIR TRANSPORT STATISTICS

2 International Airports

19 Domestic Airports

1 National Airline with International Services

11 Foreign Airline Operations

International Traffic
2 million passengers

Domestic Traffic
646 102 passengers

International Cargo
18 753 metric tonnes

Domestic Cargo
430 metric tonnes

VISION, STRATEGIES AND ACHIEVEMENTS

The air transport sector of Fiji is a major contributor to Fiji's economy. Additionally, it is part of a wider transport system that enables the movement of people and goods over land, sea and air. A significant proportion of people and high-value goods arrive in Fiji by plane.

International connectivity allows Fiji to benefit from globalization and expand our trade and tourism potential. Our location makes us an ideal regional and international air transport hub, and a feeder network to service other hubs.

The Civil Aviation Authority (CAA) of Fiji was established to carry out Fiji's safety and security oversight responsibilities, and to support and protect our important air transport sector. The CAA of Fiji's vision is to be a model aviation regulator that promotes effective aviation safety and security at the local and regional levels. The organisation is guided by the key values of professionalism, accountability, commitment and integrity.



India

Member State since 1947
www.dgca.gov.in | Email: dgoffice.dgca@nic.in



STATE FACTS & FIGURES

Capital
New Delhi

Official Languages
Hindi, English

Currency
Indian rupee

Area
3.3 million Km²

Population
1.4 billion

Gross Domestic Product (GDP)
US\$ 2.8 trillion | US\$ 2 072 per capita

AIR TRANSPORT STATISTICS*

35 International Airports

83 Domestic Airports

6 National Airlines with International Services

89 Foreign Airline Operations

International Traffic
58.9 million passengers

Domestic Traffic
N/A passengers

International Cargo
1.7 million metric tonnes

Domestic Cargo
N/A metric tonnes

VISION, STRATEGIES AND ACHIEVEMENTS

India envisions the inclusive sustainable development of its civil aviation through ongoing international collaboration and effective safety oversight.

The country has been associated with ICAO since its inception, as an elected member of the Council of the Organization and active participant in the preparation of Annexes to the Chicago Convention and related documents.

To deal with the coronavirus disease (COVID-19) pandemic, India implemented the recommendations of ICAO's Aviation

Recovery Task Force (CART) for the continuity of international air services by participating in air bubble agreements. It is also promoting infrastructure projects through public-private partnerships and capital expenditure infusion, greenfield airports and measures to make flying affordable.

India is actively supporting the creation of a framework for drone operations and has an ambitious target of net-zero carbon emissions by 2070, with a reduction of one billion tons of emissions in the 2022 to 2030 period.

* As this publication went to press, updated Air Transport Statistics from the State had not yet reached ICAO. Material from the previous edition of "ICAO STATES TODAY - 75 Years of Progress Since Chicago" was used instead.



Indonesia

Member State since 1950
www.hubud.dephub.go.id | Email: subbag.klpil@gmail.com



Kualanamu International Airport



Sultan Hasanuddin International Airport

STATE FACTS & FIGURES



AIR TRANSPORT STATISTICS



VISION, STRATEGIES AND ACHIEVEMENTS

Indonesia is committed to promote and implement aviation safety, security and sustainability of air transport while incorporating ICAO Standards and Recommended Practices (SARPs) into its regulations. Before the coronavirus disease (COVID-19) pandemic, approximately 80 per cent of Indonesian flight passengers were domestic. In early 2022, Indonesia eased restrictions on air travel in response to high demand and a desire to maximize infrastructure. Several measures were taken to maintain air transport activity. Among

these measures, airlines were allowed to operate additional flights during the Eid al-Fitr holiday, flight calibration navigation facilities were given stimulus, airports were subsidized and digital applications were implemented. Indonesia is proud to report that current passenger movement statistics are almost equal to 2019 levels, despite a fleet reduction of 33 per cent. Indonesia managed to increase passenger and air traffic figures without compromising its health protocol.



Japan

Member State since 1953
www.mlit.go.jp/en/koku



Haneda Airport gradually coming back to life



Narita Airport passenger terminal

STATE FACTS & FIGURES



AIR TRANSPORT STATISTICS



VISION, STRATEGIES AND ACHIEVEMENTS

It is a basic position of Japan to engage with ICAO in the fields of aviation safety, aviation security and environmental protection. Recovery from the coronavirus disease (COVID-19) pandemic is a major challenge. Japan believes that the safe resumption of international aviation in a fair and sustainable manner will contribute to the revitalization and further development of the global economy. Regarding border control measures, the Japanese government has instituted a policy of gradually

easing restrictions on the entry of passengers. This has allowed the State to limit the spread of COVID-19 while resuming social and economic activities. Additionally, Japan recognizes ICAO's essential work on initiatives aimed at restoring international aviation, and believes that these valuable contributions will positively influence the global economy. Japan commits to continue to be an active participant in discussions at ICAO.



Kiribati

Member State since 14 April 1981



Image not provided by the Member State. Source: Shutterstock.com

STATE FACTS & FIGURES

Capital
Bairiki Tarawa

Official Languages
Kiribati, Gilbertese, English

Currency
Australian dollar

Area
810 Km²

Population
117 608

Gross Domestic Product (GDP)
US\$ 117.9 million | US\$ 1 513 per capita

AIR TRANSPORT STATISTICS*

2 International Airports

19 Domestic Airports

1 National Airline with International Services

3 Foreign Airline Operations

International Traffic
39 717 passengers

Domestic Traffic
N/A passengers

International Cargo
182 400 metric tonnes

Domestic Cargo
N/A metric tonnes



Image not provided by the Member State. Source: GettyImages.ca

* As this publication went to press, updated Air Transport Statistics from the State had not yet reached ICAO. Material from the previous edition of “[ICAO STATES TODAY – 75 Years of Progress Since Chicago](#)” was used instead.



Lao People's Democratic Republic

Member State since 1955 • www.dcal.gov.la | Email: laodca@laotel.com



STATE FACTS & FIGURES

Capital
Vientiane

Official Languages
Lao, French

Currency
Lao Kip

Area
236 800 Km²

Population
7.2 million

Gross Domestic Product (GDP)
US\$ 18.7 billion | US\$ 2 614 per capita

AIR TRANSPORT STATISTICS*

4 International Airports

7 Domestic Airports

1 National Airline with International Services

18 Foreign Airline Operations

International Traffic
2.5 million passengers

Domestic Traffic
N/A passengers

International Cargo
4 022 metric tonnes

Domestic Cargo
N/A metric tonnes

VISION, STRATEGIES AND ACHIEVEMENTS

To develop the civil aviation sector in a resilient, innovative and sustainable manner in compliance with international standards.

* As this publication went to press, updated Air Transport Statistics from the State had not yet reached ICAO. Material from the previous edition of “[ICAO STATES TODAY – 75 Years of Progress Since Chicago](#)” was used instead.



Malaysia

Member State since 1958

www.caam.gov.my | Email: cvoo@caam.gov.my



The Kuala Lumpur Air Traffic Centre (KLATCC)



The Kuala Lumpur International Airport (KLIA)

STATE FACTS & FIGURES



Capital
Kuala Lumpur



Official Languages
Bahasa Malaysia



Currency
Malaysian ringgit



Area
330 345 Km²



Population
32.7 million



Gross Domestic Product (GDP)
US\$ 365.3 billion | US\$ 11 433 per capita

AIR TRANSPORT STATISTICS

6 International
Airports



19 Domestic
Airports

6 National Airlines with
International Services



65 Foreign Airline
Operations

International Traffic
53.9 million passengers



Domestic Traffic
55.6 million passengers

International Cargo
765 769 metric tonnes



Domestic Cargo
193 064 metric tonnes

VISION, STRATEGIES AND ACHIEVEMENTS

Malaysia remains committed to the vision of ICAO for the sustainable growth of the global civil aviation system guided by the Organization's five strategic objectives – safety, air navigation capacity and efficiency, security and facilitation, economic development of air transport and environmental protection. Malaysia is also committed to initiatives to increase the efficiency and effectiveness of the standard-making process, especially for safety and security, and to make improvements in global

air transport connectivity and cooperation that will benefit the international civil aviation industry. Through the Malaysia Technical Cooperation Program (MTCP), Malaysia has trained more than 400 aviation personnel worldwide at the ICAO accredited Malaysia Aviation Academy (MAvA). Moving forward, Malaysia will continue to participate actively and support ICAO Member States by offering more courses in capacity-building for aviation personnel.



MALAYSIA JOURNEY TO SUCCESS

Q1: How would you describe the relationship between Malaysia and ICAO?

Like a family that has always been for generations, Malaysia has been a member state of ICAO since 1958 and has consistently supported ICAO. Malaysia is honoured to serve as an ICAO Council Member and we have played an active role in this important body since we were first elected to the Council in 2007. We have taken on a prominent role in many of ICAO's Panels, Committees and Working Groups and Malaysia will continue to participate and support ICAO in its on-going mission to support and enable a global air transport network and the strategic objectives on safety, air navigation capacity, security, air transport and environmental protection. We appreciate all the work and initiatives by ICAO and we assure the Organisation of our fullest support.

Q2: What is your insight to matters in relation to Covid-19 pandemic which has struck down civil aviation sector globally?

The most important thing we could learn from this pandemic is to have the ability to be resilient and adaptable to change during adversity. Another main item is to always be communicative and accept each other's method of surveillance and compliance inspections as long as they conform to ICAO standards. This reduces duplications and moves things more efficiently and effectively. We are stronger together and we should leverage on each other's strengths and abilities. One thing Malaysia would like to see in the 41st General Assembly is nations coming together and offering solutions and not restating the problems and sufferings. Imagine if each ICAO contracting state offered just 1 solution proposal, we would have 193 proposals for solutions and if we take 20% of this and have deep discussions, we would have 39. Imagine if today we implement half of these, there would be 19 immediate solutions that we could all adopt for better flight safety for everyone in the aviation industry. I urge strong effective communication and collaboration to ensure flight safety across the world without compromise. Together we are strong.

Q3: There is an excellent insight of you. Would you please elaborate more on what CAAM has accomplished byway of implementing technical measures in handling the aforementioned situation?

CAAM will always take on a guiding and facilitative role to lead the aviation industry and ensure the ability to comply as everyone rushes to reintroduce capacity. CAAM has deployed manpower to conduct more active surveillance and maintain our presence diligently to guide the industry. Another very important point is to build public confidence. CAAM has been very prominent in strong and effective communication with the public and the industry by providing the latest updates in terms of crew competency, aircraft readiness, safety and airworthiness of aircraft. In summary, CAAM strives to be a leader and mentor in this matter by being communicative in order to build both operator and public confidence.

Datuk Captain Chester Voo Chee

Soon was appointed as the Chief Executive Officer of CAAM effective on 1st June 2020. YBhg. Datuk Captain Chester Voo started his commercial flying career with Malaysia Airlines in 1993 as a cadet pilot. Over a career of 27 years, he has flown the Boeing 737, Airbus A330 and the Airbus A320. He has accumulated a total of 14500 commercial jet hours on these aircraft. He also served AirAsia Berhad in the last 12 years and has achieved various management roles with the airline.

He is known to be a humble and approachable leader with a keen attention to detail. With this vast experience and acumen, Datuk Captain Chester Voo is entrusted with the role to drive CAAM to greater heights while improving the country's efficiency, safety, and security of civil aviation to a world-class standard.

Apart from that, I would like to sincerely compliment ICAO for the establishment of the Council Aviation Recovery Task Force (CART) Take-off: Guidance for Air Travel as a guideline to be implemented by all Member States. CAAM has reviewed the guidelines and subsequently prepared a national guideline to facilitate and support the operations of airlines and operators. CAAM's Covid-19 Guidelines for Aviation Industry was published accordingly and is applicable to all airport operators, air operators and other providers of airport services and facilities in Malaysia, covering all phases of an air transport journey. The measures contained in this document incorporates existing requirements as well as guidance issued by CAAM.

CAAM has also accepted the deployment of ICAO iPack Public Health Corridor (PHC), sponsored by Federal Aviation Administration (FAA). The deployment of ICAO iPack PHC in Malaysia will facilitate all stakeholders in dealing with the pandemic or any future outbreak.

Q4: Safety measure is the apex to the civil aviation sector. What have you accomplished as the head of CAAM in term of implementing safety and technology?

Malaysia is committed to implement continuous safety and security enhancements in line with ICAO's Strategic Objectives. We have taken progressive action to establish a comprehensive program to enhance our safety oversight. CAAM has completed the review and revamp of all our documentation. All 19 Annexes have been promulgated into Civil Aviation Directives (CAD) and supported by Civil Aviation Guidance Materials (CAGM) associated with those CADs.

CAAM takes seriously the competency of all our Inspectors and has developed a comprehensive Civil Aviation Training Policy Manual. It is a strategic document that outlines the development of the Inspectors' competency with required skills and knowledge to carry out all aviation activities in compliance with ICAO provisions, plans, programmes and required performance.

“Malaysia is committed to implement continuous safety and security enhancements in line with ICAO’s Strategic Objectives. We have taken progressive action to establish a comprehensive program to enhance our safety oversight. CAAM has completed the review and revamp of all our documentation.”

CAAM has also developed an internal dashboard to monitor accurately everything that we do from safety oversight to providing the safest air traffic control service.

One of our missions as well is to upgrade and modernize Malaysia's air traffic services to be even safer and more efficient in operations. The newly launched Kuala Lumpur Air Traffic Control Centre (KLATCC) in Sepang is significant in improving the navigation, surveillance and air traffic management system in managing three runway operations simultaneously thus capable of increasing flight movements to more than 100 aircrafts per hour in KLIA. The new systems will make air traffic management more seamless whilst enhancing safety for our beloved civil aviation industry.

Finally, one of the most important things that we have done even at the height of the pandemic was effective safety promotion. CAAM is very committed to continuous clear communications with all stakeholders as we strive to build a positive safety culture in Malaysia.

Q5: In conclusion, what is your hope and vision for civil aviation sector for the next five years?

My hope and vision for our civil aviation industry is for all of us to learn from this pandemic. It is important that we remain positive and use this time to take a few steps backwards to have a clear view of what we were doing before when we had no time or opportunity to enhance. The slowdown has given all of us a chance to relook in detail and incorporate sustainable changes and improvements in our operations.

Moving forward, I urge all Regulators and Industry players alike to focus on doing things the right way, to take the comprehensive overall approach into how we implement safety, sustainable and efficient initiatives.

My hope for everyone is that we always put the highest value of safety into every aspect of the aviation industry. I also hope that we can all collaboratively work on enhancing safety oversight methods and capabilities by accepting and using new technologies. I hope that the aviation industry will begin a fervent ascend to regain post pandemic capacity in the safest possible manner. My vision for the next 5 years.....a huge, thriving civil aviation industry and this time, with all the enhanced safety measures with true value and resilience from all the lessons learned. I envision a successful civil aviation industry determined to be safe and to do the right things even when no one is watching. Most importantly, a collaborative and communicative relationship between Regulators and Industry players that is focused on safety, sustainability and high technology.



Maldives

Member State since 1974
<http://caa.gov.mv/> | Email: civav@caa.gov.mv



STATE FACTS & FIGURES

Capital Male'	Official Languages Dhivehi	Currency rufiyaa	Area 297.8 Km²
Population 530 957		Gross Domestic Product (GDP) US\$ 5.61 billion US\$ 10 562 per capita	

AIR TRANSPORT STATISTICS

4 International Airports	9 Domestic Airports	1 National Airline with International Services	35 Foreign Airline Operations
International Traffic 4.1 million passengers		Domestic Traffic 3.7 million passengers	International Cargo 68 513 metric tonnes
			Domestic Cargo 1 578 metric tonnes

VISION, STRATEGIES AND ACHIEVEMENTS

- Vision:** Regulatory excellence in aviation safety and security through a well-motivated work force.

Strategies:

 - Enhance aviation safety performance
 - Improve choice and value for the aviation consumer
 - Reduce the impact of aviation on the environment
 - Become a better and more efficient regulator
 - Advance the end-to-end passenger experience
- Achievements:** Improved its ICAO Universal Safety Oversight Audit Programme (USOAP) Effective Implementation (EI) score beyond 60 per cent and implemented a State Safety Programme (SSP).



Marshall Islands

Member State since 1988



Image not provided by the Member State. Source: Shutterstock.com

STATE FACTS & FIGURES

Capital Majuro	Official Languages Marshallese, English	Currency United States dollar	Area 180 Km²
Population 58 791		Gross Domestic Product (GDP) US\$ 239.5 million US\$ 4 073 per capita	

AIR TRANSPORT STATISTICS*

1 International Airport	N/A Domestic Airports	0 National Airlines with International Services	2 Foreign Airline Operations
International Traffic 19 138 passengers	Domestic Traffic N/A passengers	International Cargo 492 metric tonnes	Domestic Cargo N/A metric tonnes



Image not provided by the Member State. Source: Shutterstock.com

* As this publication went to press, updated Air Transport Statistics from the State had not yet reached ICAO. Material from the previous edition of "ICAO STATES TODAY - 75 Years of Progress Since Chicago" was used instead.



Micronesia (Federated States of)

Member State since 1988



Image not provided by the Member State. Source: Shutterstock.com

STATE FACTS & FIGURES

Capital Palikir	Official Languages English	Currency United States dollar	Area 700 Km²
Population 113 811		Gross Domestic Product (GDP) US\$ 412.5 million US\$ 3 624 per capita	

AIR TRANSPORT STATISTICS*

N/A International Airports	N/A Domestic Airports	N/A National Airlines with International Services	N/A Foreign Airline Operations
International Traffic N/A passengers	Domestic Traffic N/A passengers	International Cargo N/A metric tonnes	Domestic Cargo N/A metric tonnes



Image not provided by the Member State. Source: istockphoto.com

* As this publication went to press, updated Air Transport Statistics from the State had not yet reached ICAO. Material from the previous edition of "ICAO STATES TODAY - 75 Years of Progress Since Chicago" was used instead.



Mongolia

Member State since 1989

mcaa.gov.mn | Email: mcaa.office@mcaa.gov.mn



STATE FACTS & FIGURES

Capital
Ulaanbaatar

Official Languages
Mongolian

Currency
tugrik

Area
1 564 115 Km²

Population
3.2 million

Gross Domestic Product (GDP)
US\$ 14.2 billion | US\$ 4 405 per capita

AIR TRANSPORT STATISTICS

2 International Airports

10 Domestic Airports

4 National Airlines with International Services

8 Foreign Airline Operations

International Traffic
1 188 204 passengers

Domestic Traffic
433 367 passengers

International Cargo
5 370 metric tonnes

Domestic Cargo
36 metric tonnes

VISION, STRATEGIES AND ACHIEVEMENTS

Chinggis Khaan International Airport officially opened on 4 July 2021. The environmentally friendly Mongolian airline hub serves as the primary airport for Ulaanbaatar and its metropolitan area. Within the metropole, all international and domestic commercial flights take off and land at this airport. Geographically, Mongolia is ideally situated along the corridor linking East Asia with Europe and offers the most flexible air routes for airlines using its airspace.

Mongolia is one of the first countries in the Asia-Pacific Region to use Automatic Dependent Surveillance-Broadcast (ADS-B) for Air Traffic Services (ATS) separation. Additionally, Mongolia successfully shifted from Aeronautical Information Service (AIS) to Aeronautical Information Management (AIM) in the Asia-Pacific region. The third phase of Performance Based Navigation (PBN) implementation is planned through 2025.



Myanmar

Member State since 1948

www.dca.gov.mm | Email: pyaephyokyaw89@dcamyanmar.aero



Cocks Comb Island, Myanmar



Ancient Temples and Carriages at sunset in Bagan, Myanmar

STATE FACTS & FIGURES

Capital
Nay Pyi Taw

Official Languages
Myanmar (Burmese)

Currency
kyat

Area
676 577 Km²

Population
53 million

Gross Domestic Product (GDP)
US\$ 68.7 billion | US\$ 1 271 per capita

AIR TRANSPORT STATISTICS

3 International Airports

31 Domestic Airports

2 National Airlines with International Services

40 Foreign Airline Operations

International Traffic
5.5 million passengers

Domestic Traffic
4.4 million passengers

International Cargo
55 803 metric tonnes

Domestic Cargo
5 541 metric tonnes

VISION, STRATEGIES AND ACHIEVEMENTS

Myanmar is working hard on the safe and early restoration of its civil aviation and air connectivity by relying on guidance materials developed by ICAO. The objective is to support the implementation of the Myanmar Tourism Strategic Recovery Roadmap (2021-2025) aimed at building a more resilient and sustainable tourism infrastructure, in response to changing trends of the tourism industry.

Timely reviews and improvements of public health protocols based on multilayer risk assessments are part of an overall effort to raise passenger confidence in the air transport system. As a result, Myanmar has observed a growth in international traffic of 15.5 per cent per month on average since the resumption of commercial international passenger flights in April 2022.



Nauru

Member State since 1975



Image not provided by the Member State. Source: Shutterstock.com

STATE FACTS & FIGURES

Capital Yaren	Official Languages English, Nauruan	Currency Australian dollar	Area 21 Km²
Population 10 764		Gross Domestic Product (GDP) US\$ 118.7 million US\$ 11 030 per capita	

AIR TRANSPORT STATISTICS*

N/A International Airports	N/A Domestic Airports	N/A National Airlines with International Services	N/A Foreign Airline Operations
International Traffic N/A passengers	Domestic Traffic N/A passengers	International Cargo N/A metric tonnes	Domestic Cargo N/A metric tonnes



Image not provided by the Member State. Source: istockphoto.com

* As this publication went to press, updated Air Transport Statistics from the State had not yet reached ICAO. Material from the previous edition of "ICAO STATES TODAY - 75 Years of Progress Since Chicago" was used instead.



Nepal

Member State since 1960
www.caanepal.gov.np | Email: dgca@caanepal.gov.np



STATE FACTS & FIGURES

Capital Kathmandu	Official Languages Nepali	Currency Nepali rupee	Area 147 516 Km²
Population 28.6 million		Gross Domestic Product (GDP) US\$ 34.2 billion US\$ 1 195 per capita	

AIR TRANSPORT STATISTICS

2 International Airports	49 Domestic Airports	3 National Airlines with International Services	27 Foreign Airline Operations
International Traffic 4.1 million passengers	Domestic Traffic 6.8 million passengers	International Cargo 8 340 metric tonnes	Domestic Cargo 13 324 metric tonnes

VISION, STRATEGIES AND ACHIEVEMENTS

Infrastructure development in the aviation sector has taken a major leap forward recently. The commencement of operations at Gautam Buddha International Airport now allows for direct connections from Lumbini, the birthplace of Lord Gautam Buddha, with the rest of the world. In addition, Pokhara International Airport is to begin operations in the near future and construction of Nijgadh International Airport is accelerating.

Nepal has made significant progress in the implementation of its State Safety Programme (SSP) with the establishment of the Nepal Aviation

Safety Plan, in line with the Global and Regional Aviation Safety Plans. Under the 2022 Universal Safety Oversight Audit Programme (USOAP), Nepal maintained its rating above the global average. With the addition of planned review procedures, the strengthening of the Civil Aviation Authority of Nepal (CAAN) and amendments to Model Aircraft Accident and Incident Investigation (AIG) Regulations, Nepal is certain to further enhance its already excellent safety performance.



New Zealand

Member State since 1944
www.aviation.govt.nz | Email: info@caa.govt.nz



STATE FACTS & FIGURES

Capital
Wellington

Official Languages
English, Maori

Currency
New Zealand dollar

Area
268 021 Km²

Population
5 million

Gross Domestic Product (GDP)
US\$ 213.4 billion | US\$ 42 865 per capita

AIR TRANSPORT STATISTICS

5 International Airports

41 Domestic Airports

2 National Airlines with International Services

28 Foreign Airline Operations

International Traffic
14 million passengers

Domestic Traffic
3.8 million passengers

International Cargo
N/A metric tonnes

Domestic Cargo
N/A metric tonnes

VISION, STRATEGIES AND ACHIEVEMENTS

The Civil Aviation Authority of New Zealand works to ensure the safety and security of New Zealand’s civil aviation system by exercising leadership and influence, active regulatory stewardship and professional regulatory practice. This supports our vision and purpose of a safer and secure aviation system - so that people are safe, and feel safe, when they fly. Guiding our people towards fulfilling our vision are our values of collaboration (me mahi tahi), transparency (me mahi pono), integrity (me mahi

tika), respect (me maanaki) and professionalism (kia tu rangatira ai).
*Te reo Maori translation in brackets



Pakistan

Member State since 1947
www.caapakistan.com.pk | Email: dgcaa@caapakistan.com.pk



STATE FACTS & FIGURES

Capital
Islamabad

Official Languages
Urdu

Currency
Pakistan rupee

Area
796 095 Km²

Population
216.6 million

Gross Domestic Product (GDP)
US\$ 321 billion | US\$ 1 482 per capita

AIR TRANSPORT STATISTICS

12 International Airports

15 Domestic Airports

2 National Airlines with International Services

27 Foreign Airline Operations

International Traffic
14 980 663 passengers

Domestic Traffic
5 726 316 passengers

International Cargo
330 157 metric tonnes

Domestic Cargo
36 126 metric tonnes

VISION, STRATEGIES AND ACHIEVEMENTS

Vision: Be a world-class service provider in the aviation industry.
Strategies: National aviation policy that promotes sustainable growth, transformation of the Regulatory Division into an e-Authority, a robust safety oversight programme and infrastructure development.
Achievements:
a) Reconstruction of concrete runways at major airports - Karachi, Lahore, Faisalabad and Quetta.
b) Studies under way concerning the implementation

of Required Navigation Performance Procedures with Authorization Required (RNP-AR) at airports in northern areas in order to boost tourism.
c) New Gwadar International Airport – a major component of the China-Pakistan Economic Corridor (CPEC)
d) Start of international operations from Skardu Airport
e) Expansion of the terminal building at Lahore International Airport



Palau

Member State since 1995



Image not provided by the Member State. Source: Shutterstock.com

STATE FACTS & FIGURES

Capital Melekeok	Official Languages English, Palauan	Currency United States dollar	Area 444 Km²
Population 18 001		Gross Domestic Product (GDP) US\$ 274.2 million US\$ 15 233 per capita	

AIR TRANSPORT STATISTICS*

1 International Airport	N/A Domestic Airports	0 National Airlines with International Services	9 Foreign Airline Operations
International Traffic 100 000 passengers	Domestic Traffic N/A passengers	International Cargo N/A metric tonnes	Domestic Cargo N/A metric tonnes



Image not provided by the Member State. Source: Shutterstock.com

* As this publication went to press, updated Air Transport Statistics from the State had not yet reached ICAO. Material from the previous edition of "ICAO STATES TODAY - 75 Years of Progress Since Chicago" was used instead.



Papua New Guinea

Member State since 1975

www.casapng.gov.pg | Email: info@casapng.gov.pg



Image not provided by the Member State. Source: istockphoto.com

STATE FACTS & FIGURES

Capital Port Moresby	Official Languages English, Tok, Pisin, Hari-Motu	Currency kina	Area 463 000 Km²
Population 8.8 million		Gross Domestic Product (GDP) US\$ 24.8 billion US\$ 2 820 per capita	

AIR TRANSPORT STATISTICS*

1 International Airport	22 Domestic Airports	1 National Airline with International Services	2 Foreign Airline Operations
International Traffic 650 000 passengers	Domestic Traffic N/A passengers	International Cargo 17 000 metric tonnes	Domestic Cargo N/A metric tonnes



Image not provided by the Member State. Source: Shutterstock.com

* As this publication went to press, updated Air Transport Statistics from the State had not yet reached ICAO. Material from the previous edition of "ICAO STATES TODAY - 75 Years of Progress Since Chicago" was used instead.



Philippines

Member State since 1947
www.caap.gov.ph | Email: corporatecommunications@caap.gov.ph



STATE FACTS & FIGURES

Capital Manila	Official Languages Filipino, English	Currency Philippine peso	Area 300 000 Km²
Population 108 million		Gross Domestic Product (GDP) US\$ 377 billion US\$ 3 485 per capita	

AIR TRANSPORT STATISTICS

8 International Airports	78 Domestic Airports	5 National Airlines with International Services	53 Foreign Airline Operations
International Traffic 30 528 392 passengers	Domestic Traffic 29 535 606 passengers	International Cargo 370 603 metric tonnes	Domestic Cargo 331 482 metric tonnes

VISION, STRATEGIES AND ACHIEVEMENTS

The Civil Aviation Authority (CAA) of the Philippines envisions becoming a preeminent civil aviation authority in the world, and a global brand of excellence in the sector. Its strategy for fulfilling its vision is to enhance the efficiency and productivity of its personnel by establishing a Quality Management System (QMS) and to increase the effectiveness of its airspace management. This will lead to improved financial viability that will allow the CAA

of the Philippines to provide reliable services to stakeholders in the areas of aviation safety and security.

The CAA and the Department of Transportation of the Philippines completed 169 projects in 55 airports nationwide despite the coronavirus disease (COVID-19) pandemic and inaugurated the first aerodrome tower simulator at the Civil Aviation Training Center in 2021.



Republic of Korea

Member State since 1952
www.molit.go.kr/english | Email: jewelry@korea.kr



STATE FACTS & FIGURES

Capital Seoul	Official Languages Korean	Currency won	Area 100 432 Km²
Population 51.8 million		Gross Domestic Product (GDP) US\$ 1.7 trillion US\$ 31 902 per capita	

AIR TRANSPORT STATISTICS

8 International Airports	7 Domestic Airports	9 National Airlines with International Services	109 Foreign Airline Operations
International Traffic 90 million passengers	Domestic Traffic 32 million passengers	International Cargo 4 million metric tonnes	Domestic Cargo 200 000 metric tonnes

VISION, STRATEGIES AND ACHIEVEMENTS

The Republic of Korea will respond preemptively to the new normal era by positioning itself as a safe and secure destination in the global marketplace.

The State intends to provide safe and quality air traffic and air traffic control services that will be the envy of the world. The Republic of Korea will lay the foundation for groundbreaking innovation by utilizing Fourth Industrial Revolution (4IR) technologies, such as artificial intelligence (AI) and information and communications technology (ICT). The State is committed to a 2050 net zero CO₂ goal based on ICAO's environmental policy, by

promoting carbon neutral growth through deployment of sustainable aviation fuels (SAF) and eco-friendly fleets that will reduce greenhouse gas emissions in aviation. As part of the 2024 fourth phase construction project, the Republic of Korea is also planning to build a global mega airport that can accommodate 100 million passengers, 6.3 million metric tonnes of cargo and 560 000 aircraft movements annually. In line with ICAO's *No Country Left Behind* (NCLB) initiative, it will continue to support the harmonized development of international aviation safety and security.



Samoa

Member State since 1996
www.mwti.gov.ws | Email: contactus@mwti.gov.ws



Image not provided by the Member State. Source: Shutterstock.com

STATE FACTS & FIGURES

Capital Apia	Official Languages Samoan and English	Currency tala	Area 2 831 Km²
Population 197 093		Gross Domestic Product (GDP) US\$ 852 million US\$ 4 323 per capita	

AIR TRANSPORT STATISTICS*

2 International Airports	2 Domestic Airports	2 National Airlines with International Services	4 Foreign Airline Operations
International Traffic N/A passengers	Domestic Traffic N/A passengers	International Cargo N/A metric tonnes	Domestic Cargo N/A metric tonnes



Image not provided by the Member State. Source: istockphoto.com

* As this publication went to press, updated Air Transport Statistics from the State had not yet reached ICAO. Material from the previous edition of "ICAO STATES TODAY - 75 Years of Progress Since Chicago" was used instead.



Singapore

Member State since 1966
caas.gov.sg | Email: caas_registry@caas.gov.sg



STATE FACTS & FIGURES

Capital Singapore	Official Languages English, Malay, Mandarin, Tamil	Currency Singapore dollar	Area 725.7 Km²
Population 5.7 million		Gross Domestic Product (GDP) US\$ 375.5 billion US\$ 65 831 per capita	

AIR TRANSPORT STATISTICS

2 International Airports	N/A Domestic Airports	4 National Airlines with International Services	87 Foreign Airline Operations
International Traffic 68.3 million passengers	Domestic Traffic N/A passengers	International Cargo 2 million metric tonnes	Domestic Cargo N/A metric tonnes

VISION, STRATEGIES AND ACHIEVEMENTS

- To support ICAO's vision of a safe, secure, efficient and sustainable international civil aviation, Singapore will:
- Ensure safe and efficient air transport and air traffic operations, operational readiness of aviation personnel and airworthiness of aircraft and standards to improve safety and security oversight systems
 - Develop a next-generation air transport management system in line with ICAO's Global Air Navigation Plan, increase capacity, ensure safe and efficient air traffic flow and implement the new Aviation Safety Plan
 - Build a more sustainable sector through lead roles in the Committee on Aviation Environmental Protection, Council Climate and Environment Committee, Technical Advisory Body and promote sustainable aviation fuels
 - Nurture aviation professionals through flagship programmes via the Singapore Aviation Academy
- In this critical period of global aviation recovery, Singapore will continue to work with ICAO and fellow Member States to recover from this crisis.



SINGAPORE STATE PROFILE

To Greater Heights, Together

As a small island State, connectivity is an existential issue for Singapore. Aviation is a key facet of our economy, connecting Singapore with other countries while serving as a key import and export channel. In 2019, Changi Airport was one of the busiest airports for international traffic, serving more than 68 million passengers. The Singapore air hub and its adjacent industries contributed over five per cent of Singapore’s Gross Domestic Product and supported almost 200 000 jobs.

Thus, Singapore was greatly affected when the coronavirus disease (COVID-19) pandemic struck. At the height of the pandemic in 2020, Singapore’s passenger traffic declined to 0.5 per cent of pre-COVID-19 volumes.

Nevertheless, we are optimistic about the future with further reopening and easing of border measures. Recovery is strengthening, both globally and in Singapore. The International Air Transport Association (IATA) announced in May 2022 that recovery in passenger traffic was accelerating and that on average, the industry could return to pre-pandemic figures by 2023 – a year earlier than previously forecasted. In mid-March, passenger traffic in Singapore was 18 per cent of pre-COVID-19 levels. By May 2022, it more than doubled and rose to above 40 per cent. As Singapore pursues aviation recovery, we will enshrine certain key principles, whilst maintaining cooperation, both internally and internationally, as we work together to rebuild the global aviation sector.

“After two difficult years, the skies are now looking bluer and brighter. But building back better requires us to navigate new turbulence and overcome fresh challenges. We need to lean on one another for support and share experiences and best practices.”

– Mr. Han Kok Juan, Director-General, Civil Aviation Authority of Singapore

**Aviation Safety as a Top
Priority**

First and foremost, aviation safety will continue to take top priority. Two years of pandemic-induced disruption have introduced safety risks, notably in the upkeep of aircraft, especially those kept in storage, and maintaining the competencies of air traffic controllers and pilots. Additionally, changes to the operating environment and the introduction of novel technologies can introduce new risks. We must take steps to address the safety risks to aviation, both old and new, as air travel recovers.



► Launch of the First Safety Charter for the Singapore Aviation Industry, at Aviation Safety Forum 2022

Singapore is resolute in ensuring safe, secure and efficient air transport operations. We launched our first National Aviation Safety Plan in April 2022, which sets out Singapore's priorities through 50 actions that the Singapore aviation sector will take over the next three years to strengthen our aviation safety regime. In March 2022, the aviation sector in Singapore also came together to launch our first Safety Culture Charter, signed by close to 100 aviation organisations. The Charter expresses the shared commitment of aviation sector leaders to jointly uphold safety standards and strengthen safety culture in their respective organisations as air travel recovers.

Safety is a global non-negotiable – Singapore continues to participate in ICAO panels and expert groups, including in lead roles, to help develop Standards and Recommended Practices (SARPs) to improve global safety and security oversight systems and performance. Singapore co-led the development of the first edition of the Asia-Pacific Regional Aviation Safety Plan 2020-2022.

As co-Chair of the Asia-Pacific Regional Aviation Safety Team (APRAST), we are committed to partnering with fellow Member States and industry to strengthen aviation safety and achieve regional safety objectives. We will also continue to participate actively in the Cooperative Development of Operational Safety and Continuing Airworthiness Programme South East Asia.

Rebuilding Sustainably

As the aviation sector emerges from the COVID-19 pandemic, Singapore believes that we cannot return to business as usual. It is necessary to rebuild the international aviation system more sustainably. The Civil Aviation Authority of Singapore is formulating a Sustainable Air Hub Blueprint to set out our ambition, ensuring alignment across our domestic aviation stakeholders, and chart the specific actions we will take to decarbonise air travel as an international air hub.

The Blueprint will set medium-term and long-term goals, identify practical, tangible pathways, focusing on three key areas: airport, airlines, and air traffic management, and lay the foundation of four critical enablers to drive sector-wide decarbonisation: policy and regulation, industry development, infrastructure planning and provision, and jobs and skills.

We have also assembled an International Advisory Panel to advise on the Blueprint's development and to propose initiatives.

Under the leadership of ICAO, the aviation sector has made some early progress, having set out its medium-term aspirational goals, and the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA). More than 100 States, including Singapore, are participating voluntarily in CORSIA. ICAO is also working on a long-term aspirational goal for the sector. Singapore is committed to supporting ICAO's leadership and global efforts.

We continue to contribute through our lead roles in the Climate and Environment Committee (CEC), Committee on Aviation Environmental Protection (CAEP) and Technical Advisory Body (TAB).

Building on the resolutions adopted at the 40th ICAO Assembly, Singapore is also advancing the use of sustainable aviation fuels working with all on exploring the feasibility of long-term aspirational goals, and implementing and supporting CORSIA. We will also continue to work with partner States through CORSIA Assistance, Capacity Building and Training (ACT-CORSIA) programme.



Increasing Capacity for the Future

As we push onwards, it is crucial that we do not forget pre-COVID-19 capacity challenges. IATA forecasts that passenger air traffic in the Asia-Pacific will grow at 4.5 per cent annually over the next 20 years.

This means that passenger volume will effectively double over the next two decades. Capacity must keep pace to support the growth of the sector. This includes the reviewing of airside processes, driving optimization at an eco-system level, retaining flexibility to scale up operations in the later stages of recovery, streamlining of safe management protocols and rebuilding manpower.

Singapore has a renewed impetus to secure our infrastructural capacity for growth. Changi Airport Terminal 2, which closed for upgrading in May 2020, reopened on 29 May 2022. This marks the first phase of the reopening of Terminal 2. With expanded arrival immigration halls and increased automated immigration lanes, extension of baggage claim belts and the reconfiguration of the check-in hall to optimise Fast and Seamless Travel (FAST) check-in.

Upon its completion in 2024, the expansion will raise the terminal's capacity from five to 28 million passenger movements per year. Singapore has also restarted work on Changi Airport Terminal 5 after a two-year hiatus, and we aim for it to be operational around the mid-2030s. During the hiatus, we have comprehensively reviewed the airport's design to make it modular and flexible, and to enhance its resilience and sustainability.



► Terminal 2's Renovated Arrival Baggage Claim Hall, Source: CAG

Beyond physical infrastructure, Singapore is committed to enhancing Air Traffic Management (ATM) to optimize capacity and ensure safe and efficient air traffic flows. Singapore has started planning for the next-generation Air Navigation Services (ANS) systems that will enable the implementation of new and advanced concepts.

This includes Trajectory Based Operations (TBO), which will improve flight predictability and efficiency and meet the goals in ICAO's Global Air Navigation Plan (GANP).

We are also actively trialling operating concepts and technologies that can further optimize flight trajectories and runway usage. Some examples of ATM trials and ANS system technologies being explored include flexible use of airspace, air traffic flow management for long-haul flights and smart digital towers.



► *Smart Tower Prototype*

As Chair of the ICAO Asia/Pacific Air Navigation Planning and Implementation Regional Group, Singapore continues to work closely with Member States and the industry to harmonized ICAO's vision of a seamless and realize global air traffic management system. Singapore has also provided an expert to ICAO's Air Navigation Commission whom advises on ATM developments and issues.

Inclusive Aviation Growth through Human Capital Development

New capabilities are necessary to complement capacity growth. Singapore is firmly committed to developing the aviation workforce, both within Singapore and globally, to equip them with the knowledge and skillset to innovate, seize new opportunities and adapt to disruptions. Since 1958, approximately 150 000 aviation professionals at operational, managerial and leadership levels from over 200 States and territories have attended Singapore Aviation Academy programmes, including flagship programmes such as the ICAO-Singapore Directors General of Civil Aviation Programme on Aviation Safety and Security, Civil Aviation Management Programme, Civil Aviation Chief Executives Programme and the World Civil Aviation Chief Executives Forum. More than 8 500 fellowships and scholarships were awarded to these aviation professionals.

In recent years, the Academy has been renewing its curriculum and andragogy to cater to the new generation of aviation professionals and make its programmes more accessible. This includes e-learning to overcome COVID-19 travel restrictions and ensure training continuity.

Additionally, Singapore and ICAO are jointly conducting a new Directors General of Civil Aviation Programme on Aviation Resilience for Directors General around the world. The objective is to share experiences and best practices, thereby enhancing mutual understanding and catalysing partnerships to address common challenges, such as the safety and morale of aviation workers, and driving innovation to meet the evolving needs of the aviation sector.



► *Inaugural run of DGCA's Programme on Aviation Resilience held in Singapore on 18-19 May 2022*

The future of aviation is built upon a strong foundation of aviation leaders and professionals. Singapore will work with fellow ICAO Contracting States to continue drawing talent to the sector and to support their growth and development, considering global evolution and changes, advancements in technology, innovation, and the greater need for synergy and collaboration among all aviation stakeholders.

**To Greater Heights,
Together**

When the history of this pandemic is written, beyond the impact on the lives and livelihoods of billions of people around the world, we must also tell the story of resilience and innovation, and how the nations and peoples of the world came together as one in the face of unparalleled adversity.

Global aviation is at a watershed. Two years ago, we were confronted with the crisis of a generation which decimated air travel. Today, we see the green shoots of recovery and encouraging signs of growth.

They not only give us reason for optimism, but also the confidence to forge ahead with a focus on capacity, capabilities and climate.

It is now up to us, to come together as one global aviation community to sustain the recovery, and enhance our infrastructural, human and environmental capacity for air travel to take off and soar once again. – Mr S Iswaran, Minister for Transport & Minister-in-charge of Trade Relations

The past two years of crisis have highlighted the greater need for all to work together and create a better future for aviation, built upon the core principles of safety, sustainability, capacity and capability. Singapore views the last two years not as lost years, but as learning years in our commitment to making further contributions in building a more resilient and sustainable global aviation system.

YOUR TRUSTED PARTNER

At SIAEC, we invest in our people, capabilities and technology to constantly deliver best-in-class aircraft maintenance solutions, across our International MRO network. From base maintenance to line maintenance, we deliver a suite of integrated MRO services. As your trusted partner and MRO of choice, we look forward to supporting you.

SIA ENGINEERING COMPANY

www.siaec.com.sg

SIA Engineering Company | 31 Airline Road, 06-M Hangar 2, Singapore 819831
Email: siaec_commercial@singaporeair.com.sg | Company Registration No. 198201025C



Solomon Islands

Member State since 1985
www.caasi.gov.sb



Image not provided by the Member State. Source: Shutterstock.com

STATE FACTS & FIGURES

Capital Honiara	Official Languages English, Solomons, Pidgin	Currency Solomon Islands dollar	Area 27 990 Km²
Population 669 821		Gross Domestic Product (GDP) US\$ 1.6 billion US\$ 2 344 per capita	

AIR TRANSPORT STATISTICS*

1 International Airport	20 Domestic Airports	1 National Airline with International Services	5 Foreign Airline Operations
International Traffic 150 000 passengers	Domestic Traffic N/A passengers	International Cargo 1 500 metric tonnes	Domestic Cargo N/A metric tonnes



Image not provided by the Member State. Source: Shutterstock.com

* As this publication went to press, updated Air Transport Statistics from the State had not yet reached ICAO. Material from the previous edition of "ICAO STATES TODAY – 75 Years of Progress Since Chicago" was used instead.



Sri Lanka

Member State since 1948
www.caa.lk | Email: sldgca@caa.lk



STATE FACTS & FIGURES

Capital **Colombo, Sri Jayewardenepura Kotte**

Official Languages **Sinhala, Tamil, English**

Currency **Sri Lankan rupee**

Area **65 610 Km²**

Population **21.4 million**

Gross Domestic Product (GDP) **US\$ 83.9 billion | US\$ 3 848 per capita**

AIR TRANSPORT STATISTICS

3 International Airports

22 Domestic Airports

2 National Airlines with International Services

43 Foreign Airline Operations

International Traffic **9.9 million passengers**

Domestic Traffic **24 313 passengers**

International Cargo **246 406 metric tonnes**

Domestic Cargo **N/A metric tonnes**

VISION, STRATEGIES AND ACHIEVEMENTS

Vision:
To be an adept and credible aviation safety regulator that assures safe skies for all.

Strategies:
Improved and consistent implementation of statutory functions and fulfilment of social obligations in conformity with the applicable Standards and Recommended Practices (SARPs), identification and implementation of solutions to significant aviation problems, introduction of specific culture change initiatives, co-operation and partnership with the aviation industry, operating in a transparent and consistent manner and communicating effectively both externally and internally, maintaining the

effectiveness and consistency of all documents, materials and internal procedures.

Achievements:

- In the ICAO audit conducted in 2018 under the Universal Safety Oversight Audit Programme (USOAP), Sri Lanka demonstrated effective implementation of ICAO SARPs at a much higher rate than the world average (88.4 per cent) and became number one in South Asia and number six in the Asia and Pacific Region.
- The 29th Steering Committee Meeting of Cooperative Development of Operational Safety and Continuing Airworthiness Programme - South Asia was successfully held in Colombo, Sri Lanka from 29-31 March 2022.



Thailand

Member State since 1947
www.caat.or.th | Email: inter_focalpoint@caat.or.th



STATE FACTS & FIGURES

Capital **Bangkok**

Official Languages **Thai**

Currency **baht**

Area **513 120 Km²**

Population **66.1 million**

Gross Domestic Product (GDP) **US\$ 544 billion | US\$ 7 814 per capita**

AIR TRANSPORT STATISTICS

28 International Airports

10 Domestic Airports

22 National Airlines with International Services

140 Foreign Airline Operations

International Traffic **88.8 million passengers**

Domestic Traffic **73.3 million passengers**

International Cargo **1.4 million metric tonnes**

Domestic Cargo **77 828 metric tonnes**

VISION, STRATEGIES AND ACHIEVEMENTS

Vision:
Towards Standardized Sustainability

Strategic Plan:

1. Develop a state oversight system for sustainability standards
2. Transition to a performance-based approach to achieve global standards
3. Improve and develop public service systems for sustainable growth of aviation
4. Place people at the heart of the supply chain and of an innovative, sustainable high performance organization.

Achievements:
Thailand has contributed to international aviation emissions reduction through ICAO's Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA) since its pilot phase. Activities dealing with Measurement, Reporting and Verification (MRV) have been implemented since that baseline period, with emissions data submitted to ICAO.

Through Thailand's Action Plan to Reduce Aviation Emissions, the State has implemented climate change mitigation measures. The policy document was submitted to ICAO and appears on its web site.



Timor-Leste

Member State since 2005
www.timor-leste.gov.tl



Image not provided by the Member State. Source: Shutterstock.com

STATE FACTS & FIGURES

Capital Dili	Official Languages Tetun, Portuguese	Currency United States dollar	Area 14 870 Km²
Population 1.3 million		Gross Domestic Product (GDP) US\$ 2 billion US\$ 1 584 per capita	

AIR TRANSPORT STATISTICS*

1 International Airport	N/A Domestic Airports	N/A National Airlines with International Services	5 Foreign Airline Operations
International Traffic 246 928 passengers	Domestic Traffic N/A passengers	International Cargo 182 metric tonnes	Domestic Cargo N/A metric tonnes



Image not provided by the Member State. Source: Shutterstock.com

* As this publication went to press, updated Air Transport Statistics from the State had not yet reached ICAO. Material from the previous edition of [“ICAO STATES TODAY – 75 Years of Progress Since Chicago”](#) was used instead.



Tonga

Member State since 1984



Image not provided by the Member State. Source: Shutterstock.com

STATE FACTS & FIGURES

Capital Nuku'alofa	Official Languages Tongan, English	Currency pa'anga	Area 748 Km²
Population 104 497		Gross Domestic Product (GDP) US\$ 512.4 million US\$ 4 903 per capita	

AIR TRANSPORT STATISTICS*

2 International Airports	6 Domestic Airports	0 National Airlines with International Services	7 Foreign Airline Operations
International Traffic 156 028 passengers	Domestic Traffic N/A passengers	International Cargo 1 544 metric tonnes	Domestic Cargo N/A metric tonnes



Image not provided by the Member State. Source: istockphoto.com

* As this publication went to press, updated Air Transport Statistics from the State had not yet reached ICAO. Material from the previous edition of [“ICAO STATES TODAY – 75 Years of Progress Since Chicago”](#) was used instead.



Tuvalu

Member State since 2017



Image not provided by the Member State. Source: Shutterstock.com

STATE FACTS & FIGURES

Capital Fongafale	Official Languages Tuvaluan, English	Currency Australian dollar	Area 26 Km²
Population 11 655		Gross Domestic Product (GDP) US\$ 54.2 million US\$ 4 652 per capita	

AIR TRANSPORT STATISTICS*

N/A International Airports	N/A Domestic Airports	N/A National Airlines with International Services	N/A Foreign Airline Operations
International Traffic N/A passengers	Domestic Traffic N/A passengers	International Cargo N/A metric tonnes	Domestic Cargo N/A metric tonnes



Image not provided by the Member State. Source: GettyImages.ca

* As this publication went to press, updated Air Transport Statistics from the State had not yet reached ICAO. Material from the previous edition of "ICAO STATES TODAY - 75 Years of Progress Since Chicago" was used instead.



Vanuatu

Member State since 1983
Email: gnaparau.civav@vanuatu.com.vu



STATE FACTS & FIGURES

Capital Port Vila	Official Languages English, French, Bislama	Currency vatu	Area 12 190 Km²
Population 299 882		Gross Domestic Product (GDP) US\$ 936.5 million US\$ 3 123 per capita	

AIR TRANSPORT STATISTICS

3 International Airports	28 Domestic Airports	1 National Airline with International Services	6 Foreign Airline Operations
International Traffic 358 864 passengers	Domestic Traffic 196 861 passengers	International Cargo 1 021 245 metric tonnes	Domestic Cargo N/A metric tonnes

VISION, STRATEGIES AND ACHIEVEMENTS

The vision of the Civil Aviation Authority (CAA) of Vanuatu is to promote safe and secure skies so that our country may prosper, and our mission is to be an effective and proactive safety oversight organization by taking regulatory and promotional actions to facilitate safe and secure civil aviation operations. The CAA of Vanuatu aims to discharge its duties in accordance with the Vanuatu Civil Aviation Rules and the Civil Aviation Act, maintaining and sustaining acceptable levels of safety within the aviation industry while satisfying requirements set forth by ICAO and the

Vanuatuan government. We also aim to improve our level of compliance with Standards and Recommended Practices (SARPs) through the establishment of necessary systems, processes and procedures.



Viet Nam

Member State since 1980

<http://caa.gov.vn/> | Email: iad@caa.gov.vn



Noi Bai Air Traffic Control Tower



Long Thanh International Airport

STATE FACTS & FIGURES



Capital
Hanoi



Official Languages
Vietnamese



Currency
dong



Area
331 000 Km²



Population
96.5 million



Gross Domestic Product (GDP)
US\$ 330 billion | US\$ 3 425 per capita

AIR TRANSPORT STATISTICS

10 International
Airports



12 Domestic
Airports

4 National Airlines with
International Services



70 Foreign Airline
Operations

International Traffic
41.7 million passengers



Domestic Traffic
37.4 million passengers

International Cargo
1 million metric tonnes



Domestic Cargo
256 000 metric tonnes

VISION, STRATEGIES AND ACHIEVEMENTS

The Long Thanh International Airport project is Viet Nam's latest major infrastructure initiative and is expected to become a passenger hub of the Asia-Pacific Region. The project will be carried in three phases over a total area of 5 000 hectares, with an investment of US\$ 16 billion. Once completed, the airport will have a capacity of 100 million passengers per year and handle five million tonnes of cargo. The first phase of the project was undertaken in January 2021 and is expected to be completed by 2025, with

an initial capacity of 25 million passengers and 1.2 million tonnes of cargo annually. On 28 November 2021, the first regular direct flight to the United States of America operated by the national flag carrier Vietnam Airlines landed at San Francisco International Airport, paving the way for expanding Viet Nam's network of international routes to North America.



ICAO

TECHNICAL COOPERATION

JOIN THE ICAO EXPERTS ROSTER

- Aerodrome Engineering
- Aerodrome Safety and Certification
- Air Navigation Services
- Air Traffic Management
- Air Transport Economics
- Airworthiness
- Aviation Law
- Aviation Legislation
- Aviation Security
- Environment
- Facilitation
- Flight Operations
- Flight Safety and Safety Management
- Human Resources
- Security
- Training Competency Development
- Unmanned Aircraft Systems

Welcome! Let's fly together

ICAO's Technical Cooperation Bureau offers consultancies, short and intermediate-term employment opportunities supporting civil aviation projects in diverse and challenging environments. Our passion is to work in close partnership with the States to promote "Excellence in implementation of SARPs" through our Technical Cooperation Programme.

Your "World Class" talent and expertise in aviation are key elements to reach "ICAO GOALS" that ensures no country is left behind. By taking this big step, you will join the team providing solutions to the emerging and critical global civil aviation challenges, within the wider fraternity of aviation professionals.



**Apply today and become part of our
civil aviation professionals team!**

Scan for more information or email us at: fru@icao.int



Europe & North Atlantic



56 MEMBER STATES

Albania	Finland	Malta	Slovenia
Algeria	France	Monaco	Spain
Andorra	Georgia	Montenegro	Sweden
Armenia	Germany	Morocco	Switzerland
Austria	Greece	Netherlands	Tajikistan
Azerbaijan	Hungary	North Macedonia	Tunisia
Belarus	Iceland	Norway	Türkiye
Belgium	Ireland	Poland	Turkmenistan
Bosnia and Herzegovina	Israel	Portugal	Ukraine
Bulgaria	Italy	Republic of Moldova	United Kingdom
Croatia	Kazakhstan	Romania	Uzbekistan
Cyprus	Kyrgyzstan	Russian Federation	
Czechia	Latvia	San Marino	
Denmark	Lithuania	Serbia	
Estonia	Luxembourg	Slovakia	



MESSAGE FROM THE REGIONAL DIRECTOR MR. NICOLAS RALLO

The European and North Atlantic (EUR/NAT) Regional Office, located in Paris, France was the first Regional Office established by ICAO. It has a geographical area of responsibility encompassing 56 ICAO Member States, stretching from the North Pole to the Sahara and from the east coast of North America to the Bering Strait, across 14 time zones. As such, the EUR/NAT Regional Office has constantly faced a myriad situations and challenges linked to geopolitical, economic and cultural diversity, varying levels of maturity in national civil aviation systems and other operational considerations.

As the key forum for all EUR/NAT Member States, it has a crucial responsibility for coordination, planning, monitoring and implementation support. It continuously promotes collaboration and harmonization on issues facing international civil aviation, in close collaboration with Member States, regional organizations, the aviation industry, sister United Nations organizations and other stakeholders.

Turning challenges into opportunities, the EUR/NAT Regional Office has upgraded its strategic approach, moving into an even more collaborative, State-centred, risk-based and result-oriented approach. Benefitting from the experience, expertise and commitment of its staff, the Regional Office acts to better understand and address the evolving situations and priority needs of States and the aviation industry in the Region.

The objective of the EUR/NAT Regional Office is to help enhance States' aviation capabilities in the most effective, efficient, sustainable and resilient manner. The focus is on developing and implementing innovative ways of leveraging strengths and resources from Member States and stakeholders. By doing so, the Regional Office helps respond to a rapidly evolving aviation system, supporting States and industry in recovering from the devastating effects of the coronavirus disease (COVID-19) pandemic and building back stronger and greener.



Albania

Member State since 1991
www.aac.gov.al | Email: info@acaa.gov.al



STATE FACTS & FIGURES

Capital Tirana	Official Languages Albanian	Currency lek	Area 28 748 Km²
Population 2.9 million		Gross Domestic Product (GDP) US\$ 15.4 billion US\$ 5 396 per capita	

AIR TRANSPORT STATISTICS

1 International Airport	0 Domestic Airports	2 National Airlines with International Services	17 Foreign Airline Operations
International Traffic 3.3 million passengers	Domestic Traffic N/A passengers	International Cargo 2 372 metric tonnes	Domestic Cargo N/A metric tonnes

VISION, STRATEGIES AND ACHIEVEMENTS

The aviation sector has developed significantly in recent years due to government policies of increased competition and the presence of “low cost” carriers. Traffic grew to 3.3 million passengers at Tirana International Airport (TIA) in 2019, with projections of 4.2 million by the end of 2022 and a goal of 6.5 million by 2027.

Planned investments of more than 250 million euros between 2018 and 2025 in airport infrastructure are also key to the growth of the sector. As during the coronavirus disease (COVID-19) pandemic, the

allocated funds are managed in the recovery phase under the “crisis mitigation” principle promoted by ICAO Secretary General, Mr. Juan Carlos Salazar, during a visit to Tirana.

As the industry expands over the next five years and beyond, with new business opportunities, the Albanian Civil Aviation Authority will intensify efforts to provide sufficient competent, well-paid and motivated personnel to meet the exciting challenges that lie ahead.



ALBANIA STATE PROFILE

Preparing for Tomorrow



► **Mr. Maksim Et'hemaj**
Executive Director of the Albanian Civil Aviation Authority (ACAA)

The aviation sector in Albania has developed significantly in recent years and is again growing rapidly, in large part as a result of policies of the Albanian government in terms of increasing competition and allowing the presence of low-cost air operators in the market. These policies have made it possible to reduce ticket prices and make air travel accessible to more people. An indicator of the success of these measures are the 3.3 million passengers who passed through “Mother Teresa” Tirana International Airport (TIA) in 2019.

Although the coronavirus disease (COVID-19) pandemic severely impacted the air transport industry, the Albanian government’s tourism programmes were maintained, including improvements to the civil aviation sector such as the expansion and enhancement of airport infrastructure. For the period 2018-2027, investments of more than 250 million euros had been planned. The management of these funds is now being carried out under the principle of “crisis mitigation”, one of the financing options to support the industry during the pandemic highlighted by the Secretary General of ICAO, Mr. Juan Carlos Salazar, while on an official visit to our capital, Tirana.



► Tirana city

Given current interventions and plans, the aviation industry in Albania is expected to have totally recovered by the end of 2022. This assessment is based on statistics which show that for the first half of 2022 compared to the same period in 2019, there was an increase of 48 per cent in the number of passengers and 30 per cent in the number of flights to and from TIA. By the end of 2022, the number of passengers is projected to reach 4.2 million.



► Vlorë international airport

should lead to solid and sustained growth for the air transport sector over the next five years. Cooperation is also the best guarantee that the required recruitment processes and training programmes put into place will take into account the rapid and sustained evolution of the civil aviation sector.

Accordingly, the Albanian Civil Aviation Authority (CAA) will pursue its efforts to keep pace with change by strengthening its organizational structure and management, while creating the conditions for the availability of sufficient competent, well-paid and motivated staff within its ranks. It also means that the CAA will work hard to make the Albanian airspace accessible to more users, including general aviation and unmanned aircraft operations. This will increase efficiency, make civil aviation more attractive and allow the sector to contribute even more to the economy of the country while taking care of the environment.



In Preparing for Tomorrow, our top priority will remain the safety, the security and the sustainability of air travel.

Also in the area of airport infrastructure development, activity is intensifying on the Vlorë International Airport construction project. With the approval of the airport master plan, work is progressing well on the runway, the taxiway and the terminal. Expectations are that the airport certification process will start in the second half of 2024 and operations in the spring of 2025. Kukës International Airport (KFZ) is already operational.

The Albanian government’s strategy focused on improving airport infrastructure and related services is fully supported by the country’s civil aviation stakeholders. This exceptional level of collaboration between State and industry actors



Algeria







Member State since 1963

<https://www.mt.gov.dz> | Email: contact@mt.gov.dz



Image not provided by the Member State. Source: Shutterstock.com

STATE FACTS & FIGURES

 Capital Algiers	 Official Languages Arabic	 Currency Algerian dinar	 Area 2 381 740 Km²
 Population 43.1 million		 Gross Domestic Product (GDP) US\$ 171.8 billion US\$ 3 990 per capita	

AIR TRANSPORT STATISTICS*

20 International Airports	 16 Domestic Airports	4 National Airlines with International Services	 23 Foreign Airline Operations
International Traffic 8.18 million passengers	 Domestic Traffic N/A passengers	International Cargo 4.5 million metric tonnes	 Domestic Cargo N/A metric tonnes



Image not provided by the Member State. Source: Shutterstock.com

* As this publication went to press, updated Air Transport Statistics from the State had not yet reached ICAO. Material from the previous edition of “[ICAO STATES TODAY – 75 Years of Progress Since Chicago](#)” was used instead.



Andorra

Member State since 2001
www.transports.ad | Email: aeronautica@govern.ad



STATE FACTS & FIGURES

Capital
Andorra la Vella

Official Languages
Catalán, French, Spanish

Currency
euro

Area
468 Km²

Population
77 146

Gross Domestic Product (GDP)
US\$ 3.2 billion | US\$ 40 898 per capita

AIR TRANSPORT STATISTICS*

N/A International Airports

N/A Domestic Airports

N/A National Airlines with International Services

N/A Foreign Airline Operations

International Traffic
N/A passengers

Domestic Traffic
N/A passengers

International Cargo
N/A metric tonnes

Domestic Cargo
N/A metric tonnes

VISION, STRATEGIES AND ACHIEVEMENTS

During 2022, Andorra promoted and participated in an aerial connection to Madrid from the neighbouring Andorra-La Seu d’Urgell airport located in Spain. The route is consolidating and it is expected that frequencies and destinations will increase by 2023.

Additionally, Andorra will start building its first national heliport by the end of 2022, with the aim of serving not only domestic operations but international traffic as well. The planned infrastructure will be able to accommodate a wide range of aircraft and, eventually, electric vertical take-off and landing (eVTOL) models.

* As this publication went to press, updated Air Transport Statistics from the State had not yet reached ICAO. Material from the previous edition of “ICAO STATES TODAY – 75 Years of Progress Since Chicago” was used instead.



Armenia

Member State since 1992
www.gdca.am | Email: gdca@gdca.am



STATE FACTS & FIGURES

Capital
Yerevan

Official Languages
Armenian

Currency
Armenian dram

Area
29 743 Km²

Population
3 million

Gross Domestic Product (GDP)
US\$ 13.6 billion | US\$ 4 605 per capita

AIR TRANSPORT STATISTICS*

2 International Airports

N/A Domestic Airports

1 National Airline with International Services

28 Foreign Airline Operations

International Traffic
2.1 million passengers

Domestic Traffic
N/A passengers

International Cargo
10 345 metric tonnes

Domestic Cargo
N/A metric tonnes

VISION, STRATEGIES AND ACHIEVEMENTS

In recent years, achievements and highlights of Armenian civil aviation include:

- In 2018, Armenia implemented a 24-hour free route airspace above flight level 195 (FL195)
- In 2021, a Common Aviation Area Agreement between Armenia, the European Union and its Member States

was signed. Additionally, the revised State Safety Programme (SSP) of Armenia came into effect.

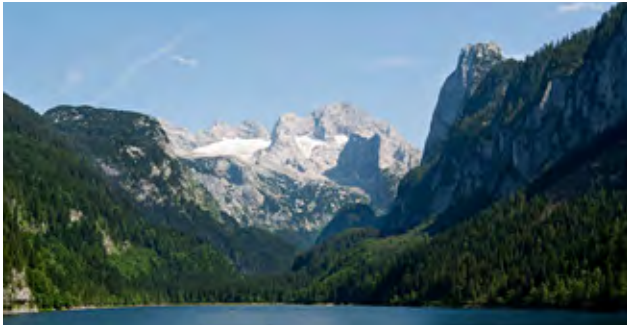
- The reconstruction of Zvartnots International Airport was completed. Consequently, Zvartnots Aerodrome was certified Class E by the Civil Aviation Committee of Armenia.

* As this publication went to press, updated Air Transport Statistics from the State had not yet reached ICAO. Material from the previous edition of “ICAO STATES TODAY – 75 Years of Progress Since Chicago” was used instead.



Austria

Member State since 194i
www.bmk.gv.at/en | Email: l1@bmk.gv.at

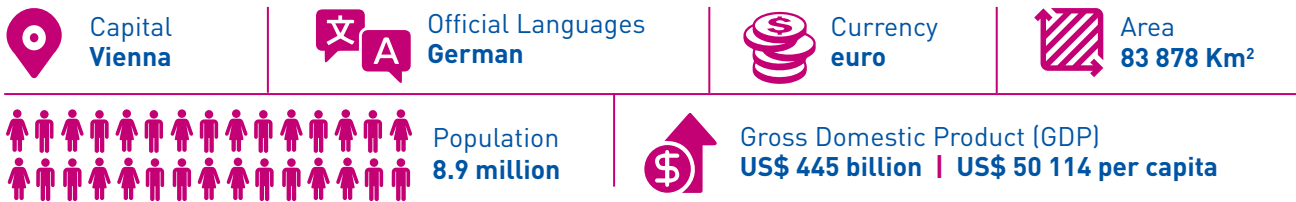


Typical landscape in the Austrian mountains



The new photovoltaic system of Vienna airport

STATE FACTS & FIGURES



AIR TRANSPORT STATISTICS



VISION, STRATEGIES AND ACHIEVEMENTS

Our vision for 2040:

- Aviation in Austria is climate neutral while maintaining its competitiveness
- Austria is a pioneer in climate-friendly aviation innovations, digitization and other areas where technology plays an important role
- Austria secures and expands its connectivity to the world for the benefit of the Austrian economy and population

In order to achieve this vision, a new comprehensive aviation strategy published in fall 2022 consists of two parts:

- Aviation strategy
- Strategy for research, technology and innovation in the aviation sector

Both strategies feature common goals such as decarbonization of the sector, enhancement of resilience in aviation, increased integration of air traffic into the overall transport system and promotion of research and innovation in aviation.



Azerbaijan

Member State since 1992
www.caa.gov.az | Email: hq@caa.gov.az

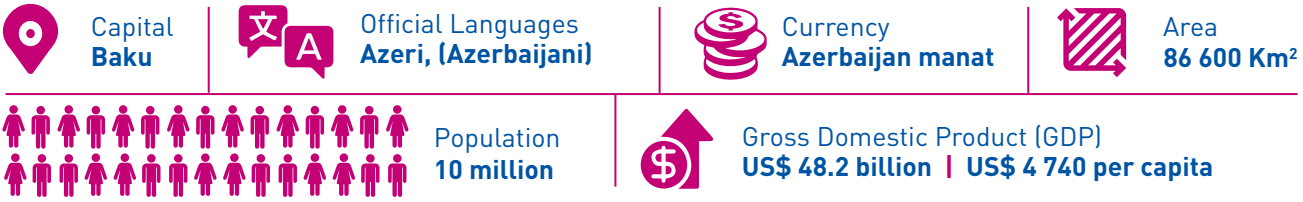


© Azerbaijan Airlines | Boeing-767-300ER of "Azerbaijan Airlines"



© Silk Way West Airlines | Boeing-747-8F of "Silk Way West Airlines"

STATE FACTS & FIGURES



AIR TRANSPORT STATISTICS



VISION, STRATEGIES AND ACHIEVEMENTS

One of the main priorities for air transport in Azerbaijan is to ensure flight safety. Our mission is to provide the greatest possible efficiency in terms of safety, security and sustainability of the air transport system and to support access to international markets for the Azerbaijani civil aviation entities through strategic planning and effective regulation of operations at the national and global levels.









Belarus

Member State since 1993

www.caa.gov.by | Email: gka@caa.gov.by



STATE FACTS & FIGURES

 Capital Minsk	 Official Languages Belarusian, Russian	 Currency Belarusian rouble	 Area 207 595 Km²
 Population 9.4 million		 Gross Domestic Product (GDP) US\$ 64.4 billion US\$ 6 838 per capita	

AIR TRANSPORT STATISTICS*

6 International Airports	 N/A Domestic Airports	5 National Airlines with International Services	 37 Foreign Airline Operations
International Traffic 4.5 million passengers	 Domestic Traffic N/A passengers	International Cargo 20 500 metric tonnes	 Domestic Cargo N/A metric tonnes

VISION, STRATEGIES AND ACHIEVEMENTS

Since May 2021, a new modern Air Traffic Control Centre (ATCC) of the “Belaeronavigatsia”, a state enterprise, is fully operational.

The new ATCC fully meets the latest requirements in the field of air traffic control and demonstrates the strong commitment of the Republic of Belarus to complying with provisions of international agreements in the field of air transport and to implementing ICAO standards.

The launch of the new ATCC is a Belarusian investment in safety, with state-of-the-art equipment and processes. This makes it possible to increase airspace capacity threefold, improve air traffic services and procedures, as well as improve the quality of air navigation services and level of flight safety, all contributing to making the country more attractive to transit operations.

* As this publication went to press, updated Air Transport Statistics from the State had not yet reached ICAO. Material from the previous edition of “[ICAO STATES TODAY – 75 Years of Progress Since Chicago](#)” was used instead.









Belgium

Member State since 1947

www.mobilit.belgium.be/en/aviation | Email: civilair@mobilit.fgov.be



STATE FACTS & FIGURES

 Capital Brussels	 Official Languages Dutch, French, German	 Currency euro	 Area 30 528 Km²
 Population 11.5 million		 Gross Domestic Product (GDP) US\$ 535.4 billion US\$ 46 599 per capita	

AIR TRANSPORT STATISTICS*

6 International Airports	 N/A Domestic Airports	12 National Airlines with International Services	 210 Foreign Airline Operations
International Traffic 33.3 million passengers	 Domestic Traffic N/A passengers	International Cargo 1.2 million metric tonnes	 Domestic Cargo N/A metric tonnes

VISION, STRATEGIES AND ACHIEVEMENTS

With 15 UNESCO World Heritage Sites, and as many on the List of the Intangible Cultural Heritage of Humanity, Belgium offers tourists a warm welcome – from the green forest of Wallonia to the dazzling medieval art cities of Flanders.

Brussels Airport, the main entry point of Belgium for air travellers, launched its Stargate project to make aviation and airports more green and sustainable. The project includes building a biofuel blending installation and electric ground handling service. Additionally, it outlines a new procedure to make engine testing significantly quieter.

As the capital of Europe and host to several international institutions, Brussels is an important decision-making centre and is developing congress tourism. It offers direct connections to other major cities through the world's highest density multimodal rail, cycle and motorway network.

Regarding cargo, the World Food Programme (WFP) designated Liège Airport as a centralized transit hub for medical supplies and products, while Payload Asia named it “European Airport of the Year” for 2020 and 2021.

* As this publication went to press, updated Air Transport Statistics from the State had not yet reached ICAO. Material from the previous edition of “[ICAO STATES TODAY – 75 Years of Progress Since Chicago](#)” was used instead.



Bosnia and Herzegovina

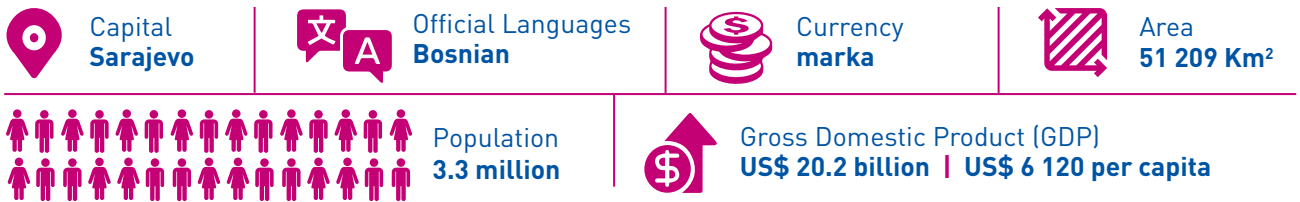
Member State since 1993

www.bhdca.gov.ba | Email: bhdca@bhdca.gov.ba



Image not provided by the Member State. Source: Shutterstock.com

STATE FACTS & FIGURES



AIR TRANSPORT STATISTICS*

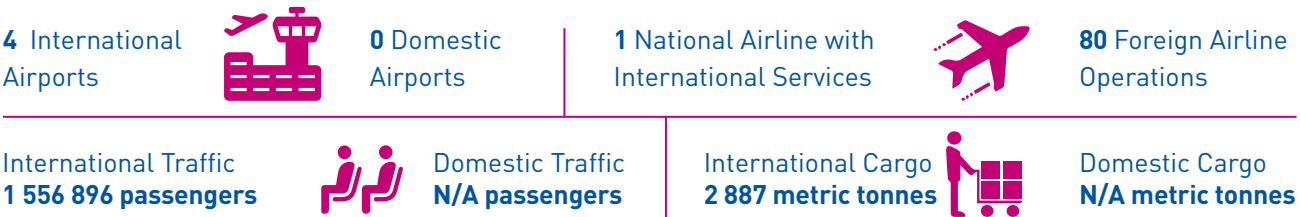


Image not provided by the Member State. Source: Shutterstock.com

* As this publication went to press, updated Air Transport Statistics from the State had not yet reached ICAO. Material from the previous edition of "ICAO STATES TODAY - 75 Years of Progress Since Chicago" was used instead.



Bulgaria

Member State since 1967

www.caa.bg | Email: caa@caa.bg

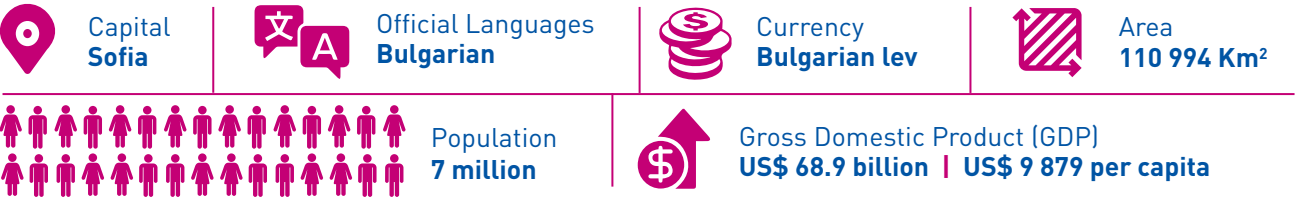


Rila Monastery



Panagyurishte Thracian Golden Treasure from 400BC - 300BC

STATE FACTS & FIGURES



AIR TRANSPORT STATISTICS



VISION, STRATEGIES AND ACHIEVEMENTS

Bulgaria is strategically positioned in the middle of five pan-European air transport corridors, and can potentially accommodate a significant increase in commercial and general aviation traffic.

Location is not the only factor for such optimism. Bulgaria is proud of its robust and modern civil aviation infrastructure that offers a full range of flight services and operations where all partners are fully committed to safe, secure, efficient and ecological air transport.

Bulgaria has also set its sights much beyond traditional airspace. Bulgaria is one of the biggest manufacturers of "space food," and a Bulgarian menu is currently in use by many space programmes around the world. Moreover, Bulgarian scientists have developed the first space greenhouse to allow the culture of fresh fruits, vegetables and live plants without soil in outer space. For Bulgaria, the sky is the limit!



Croatia

Member State since 1992
<https://www.ccaa.hr/en/> | Email: ccaa@ccaa.hr



Image not provided by the Member State. Source: Shutterstock.com

STATE FACTS & FIGURES

Capital Zagreb	Official Languages Croatian	Currency Croatian kuna	Area 56 594 Km²
Population 4.1 million		Gross Domestic Product (GDP) US\$ 62.3 billion US\$ 15 312 per capita	

AIR TRANSPORT STATISTICS*

9 International Airports	9 Domestic Airports	2 National Airlines with International Services	100 Foreign Airline Operations
International Traffic 9.5 million passengers	Domestic Traffic N/A passengers	International Cargo 10 417 metric tonnes	Domestic Cargo N/A metric tonnes



Image not provided by the Member State. Source: Shutterstock.com

* As this publication went to press, updated Air Transport Statistics from the State had not yet reached ICAO. Material from the previous edition of "ICAO STATES TODAY - 75 Years of Progress Since Chicago" was used instead.



Cyprus

Member State since 1961
www.mcw.gov.cy/dca | Email: director@dca.mcw.gov.cy



STATE FACTS & FIGURES

Capital Nicosia	Official Languages Greek, Turkish	Currency euro	Area 9 251 Km²
Population 1.2 million		Gross Domestic Product (GDP) US\$ 25.8 billion US\$ 29 206 per capita	

AIR TRANSPORT STATISTICS

2 International Airports	N/A Domestic Airports	2 National Airlines with International Services	114 Foreign Airline Operations
International Traffic 11 267 444 passengers	Domestic Traffic N/A passengers	International Cargo 32 376 metric tonnes	Domestic Cargo N/A metric tonnes

VISION, STRATEGIES AND ACHIEVEMENTS

Cyprus' ideal geographic position and membership in the European Union (EU) creates favourable conditions for the development of its civil aviation sector. Thanks to solid financial, legal and tourism infrastructures, Cyprus is uniquely placed to host international events. The Department of Civil Aviation (DCA) of Cyprus aims to support the national economy and the well-being of society by improving Cyprus' connectivity to the world with a modern, safe and sustainable air transport sector.

The mission and strategies are guided by international obligations, the Chicago Convention and European Union Aviation Safety Agency (EASA) regulations. Cyprus meets its responsibilities for effective oversight of flight activities, airport operations, air navigation services and aviation security. Additionally, Cyprus complies with related standards by regularly reviewing its civil aviation system. Trained and competent staff are seen as an important enabler of its mission.



Czechia

Member State since 1993

www.caa.cz/en | Email: caa@caa.cz



Denmark

Member State since 1947

www.trafikstyrelsen.dk | Email: ts-info@tbst.dk



Nyhavn, København



Skagen fyr, Skagen

STATE FACTS & FIGURES

Capital Prague	Official Languages Czech	Currency Czech koruna	Area 78 870 Km²
Population 10.7 million		Gross Domestic Product (GDP) US\$ 252.5 billion US\$ 23 660 per capita	

AIR TRANSPORT STATISTICS

19 International Airports	72 Domestic Airports	20 National Airlines with International Services	71 Foreign Airline Operations
International Traffic 18 833 064 passengers	Domestic Traffic 6 026 passengers	International Cargo 93 707 metric tonnes	Domestic Cargo 2 353 metric tonnes

VISION, STRATEGIES AND ACHIEVEMENTS

Located in the heart of Europe, Czechia builds on a long aviation tradition of providing safe and efficient air navigation services. Czechia also has sufficient capacity at its airports for passengers wishing to discover the beauties of our historic country, plan business trips or visit friends and relatives. Prague Airport and other international airports in the region were greatly affected by the coronavirus disease (COVID-19) pandemic, due primarily to the suspension of tourism to the capital. Fortunately,

cargo transport and aircraft maintenance helped the aviation sector survive. Of note, while the airspace was less busy, a new TopSky Air Traffic Control (ATC) system was implemented to improve air traffic management. Now that traffic is increasing, particularly through long-haul flights to Prague, the industry is striving to cope with a lack of personnel. Prague Airport continues to develop infrastructure and increase its capacity to remain an important European hub.

STATE FACTS & FIGURES

Capital Copenhagen	Official Languages Danish	Currency Danish krone	Area 43 094 Km²
Population 5.8 million		Gross Domestic Product (GDP) US\$ 347.6 billion US\$ 59 776 per capita	

AIR TRANSPORT STATISTICS

13 International Airports	23 Domestic Airports	15 National Airlines with International Services	130 Foreign Airline Operations
International Traffic 33.9 million passengers	Domestic Traffic 3.7 million passengers	International Cargo 312 552 metric tonnes	Domestic Cargo 5 088 metric tonnes

VISION, STRATEGIES AND ACHIEVEMENTS

The Danish Civil Aviation and Railway Authority strongly supports stakeholders in the aviation industry to be:

- **Safe:** offering passengers, other users and personnel a high level of safety and security when travelling or going to work
- **Green:** delivering sustainable mobility with the least possible CO₂ emissions, air and noise pollution and climate impact
- **Efficient:** developing innovative transport technologies such as drones that can be used

to move goods and, in some instances, make infrastructure and building inspections in remote or non-accessible areas easier, cheaper and sometimes safer. Drones can also become a green alternative to using helicopters

Denmark promotes a simple and effective regulatory approach in dealing with environmental, safety and security related issues for a sector emerging from more than two years of dealing with the coronavirus disease (COVID-19) pandemic.



Estonia

Member State since 1992
mkm.ee or transpordiamet.ee | Email: info@mkm or transpordiamet.ee



STATE FACTS & FIGURES

Capital Tallinn	Official Languages Estonian	Currency euro	Area 45 338 Km²
Population 1.3 million		Gross Domestic Product (GDP) US\$ 31.1 billion US\$ 23 398 per capita	

AIR TRANSPORT STATISTICS

1 International Airport	5 Domestic Airports	11 National Airlines with International Services	47 867 Foreign Airline Operations
International Traffic 3 200 833 passengers	Domestic Traffic 67 077 passengers	International Cargo 10 916 metric tonnes	Domestic Cargo N/A metric tonnes

VISION, STRATEGIES AND ACHIEVEMENTS

The vision for Estonia’s air transport policy is contained in the comprehensive Transport and Mobility Master Plan 2035, which calls for the country’s transportation sector to become safer and more sustainable with long-term “green” aspirational goals. Additionally, focus is placed on the strategic development of mobility. One of the objectives of this plan is to increase the demand for innovative technological solutions that create new and improved opportunities for companies

and the Estonian people, especially in aviation. The concept of mobility means bringing public transport closer to users and making it more convenient, fast and accessible. In the case of infrastructure development, we follow the logic of integrated transport corridors and multimodal facilities in particular, keeping in mind the needs of road users that do not utilize a vehicle.



Finland

Member State since 1949
www.traficom.fi | Email: airtransportpolicy@traficom.fi



A piece of nature in the new terminal at Helsinki airport



Sunset on the Finnish west coast

STATE FACTS & FIGURES

Capital Helsinki	Official Languages Finnish, Swedish	Currency euro	Area 338 472 Km²
Population 5.5 million		Gross Domestic Product (GDP) US\$ 268.5 billion US\$ 48 629 per capita	

AIR TRANSPORT STATISTICS

22 International Airports	24 Domestic Airports	4 National Airlines with International Services	30 Foreign Airline Operations
International Traffic 20.1 million passengers	Domestic Traffic 5.9 million passengers	International Cargo 232 001 metric tonnes	Domestic Cargo 2 461 metric tonnes

VISION, STRATEGIES AND ACHIEVEMENTS

The Civil Aviation Authority (CAA) of Finland works together with other authorities and stakeholders to improve flight safety by implementing global and European safety plans, adjusting them to local conditions. The state-owned airport operator Finavia has invested in the Helsinki Airport infrastructure in order to handle an increase in traffic expected by the end of this decade. Helsinki Airport is one of the leading hub airports for traffic between Europe and Asia.

In addition, Finavia has increased capacity at Lapland airports in Rovaniemi, Kittilä and Ivalo in order to meet the growing demand spurred by winter tourism to the region. Finland strives to make aviation more sustainable through sustainable aviation fuels, electrification of aviation and free route airspace. A lot of focus is placed on digitalization and making Unmanned Aerial Services (UAS) operations possible.



MESSAGE FROM

The General Director of Civil Aviation in France

The ICAO strategic objectives of safety, air navigation capacity and efficiency, security and facilitation, economic development of air transport and environmental protection are as relevant as ever. Moving forward has been and will remain a major challenge, notably in the post-coronavirus disease (COVID-19) context.

In the short-term, actions and decisions of ICAO and its Council through the Aviation Recovery Task Force (CART) have helped to ensure safety and security throughout the crisis.

In the medium term, increased digitalization will accompany COVID-19 recovery and become increasingly necessary to progress towards the sustainable growth of air travel and cope with the additional requirements of passengers, including health concerns. ICAO and aviation stakeholders are addressing these issues, which should allow the sector to be more resilient in the future.

In the long-term, environmental protection, particularly through the decarbonization of aviation, is a significant challenge. The role of ICAO is crucial in this regard. As stated in the Resolution A40-27, Innovation in Aviation, the Organization must be more responsive to the needs of innovators, prepare standards in a timely fashion and improve the standardization process to facilitate and even accelerate the deployment of new technologies. Decarbonization will offer additional opportunities for States if ICAO implements a global framework in which solidarity, consistent with the *No Country Left Behind* (NCLB) initiative, is an integral part.

France aims to develop Sustainable Alternative Fuel (SAF) and design the first low-carbon aircraft by 2035. To achieve this, the French government and industry defined a research and development (R&D) roadmap managed by the Council for Civil Aeronautics Research (CORAC) in 2021.







The France Relance and France 2030 plans will support the implementation of this roadmap with 2.7 billion euros in funding. 1.5 billion will be used over the 2020-2022 period to launch over 200 R&D projects, and 1.2 billion will be dedicated to investing in innovative Small and Medium-sized Enterprises (SMEs) that will help design a low-carbon aircraft by 2035. By this deadline, France foresees the introduction of 100 per cent carbon-free hydrogen regional and short- or medium-haul aircraft.

Other innovations such as the Revolutionary Engines for Sustainable Engines (RISE) Program, improved aerodynamics, lightening technologies, electrification, hybridization and operations optimization technologies aim for a 30 per cent improvement in energy efficiency for short- and medium-haul aircraft.

The future of aviation starts today!

DAMIEN CAZÉ

STATE FACTS & FIGURES

 Capital Paris	 Official Languages French	 Currency euro	 Area 672 051 Km²
 Population 67.2 million		 Gross Domestic Product (GDP) US\$ 2.7 trillion US\$ 40 579 per capita	

AIR TRANSPORT STATISTICS

110 International Airports 	87 Domestic Airports	18 National Airlines with International Services 	182 Foreign Airline Operations
International Traffic 145 million passengers 	Domestic Traffic 20.3 million passengers	International Cargo 2.2 metric tonnes 	Domestic Cargo 0.2 metric tonnes

VISION, STRATEGIES AND ACHIEVEMENTS

As a pioneering aeronautical country, France covers the entire field of aviation activities and is one of the few countries in the world capable of designing and manufacturing all aircraft components.

The aviation sector is strategic to the French economy as it directly or indirectly employs more than one million people. To recover successfully from the unprecedented crisis of the coronavirus disease (COVID-19) pandemic, and to tackle the challenge of climate change, France has taken strong action with huge investment programmes in new generation aircraft.

Additionally, France has placed focus on the development of sustainable aviation fuels. Under its presidency of the European Union in 2022, European States and the aerospace industry adopted the Toulouse Declaration on future sustainability and decarbonization of aviation.

Modernizing air navigation tools, strengthening safety while accommodating new types of operations, responding to new threats such as cyberattacks, restoring connectivity and making air travel inclusive will help in prepare for the future of aviation.



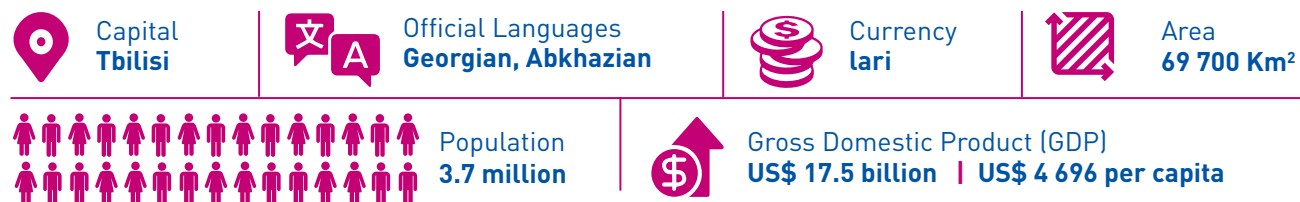
Georgia

Member State since 1994

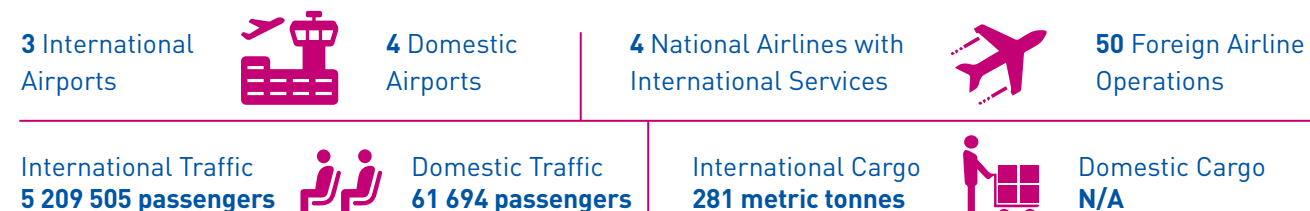
www.gcaa.ge | Email: office@gcaa.ge



STATE FACTS & FIGURES



AIR TRANSPORT STATISTICS



VISION, STRATEGIES AND ACHIEVEMENTS

Sustainable development and further enhancement of flight safety standards are Georgia's main priorities for its civil aviation sector. In fact, Georgia's continuous improvement of its national regulatory framework relative to aviation safety and security has been recognized at the highest level. In 2019, at the 40th Session of the ICAO Assembly, Georgia was awarded special certificates for significant reforms and high results in safety and security oversight. Thanks to a liberal aviation policy, passenger traffic in Georgia grew on average 20 per cent per year for

the period 2010-2019. Under an agreement between the Civil Aviation Authority (CAA) of Georgia and the European Union (EU), the country consistently implements EU regulations related to aviation safety, air navigation, consumer protection and more. Georgia has three newly renovated international airports, a well-equipped Air Navigation Service Provider (ANSP) and an appropriately organized and empowered CAA. These factors create favourable conditions for the continued development of the aviation market.



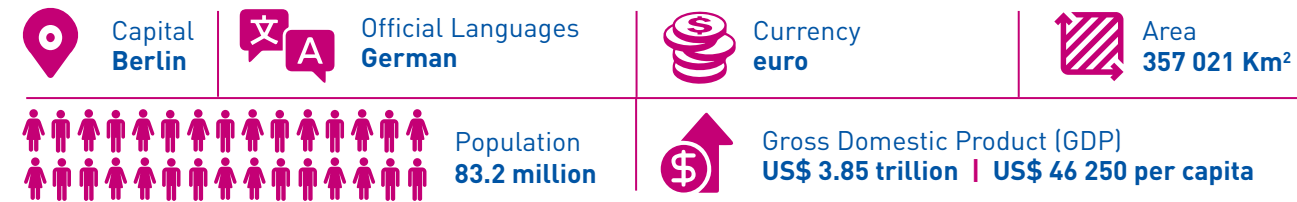
Germany

Member State since 1956

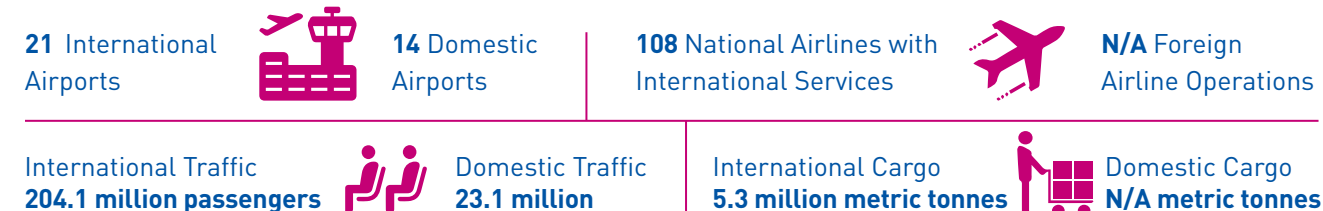
www.bmdv.bund.de | Email: poststelle@bmdv.bund.de



STATE FACTS & FIGURES



AIR TRANSPORT STATISTICS



VISION, STRATEGIES AND ACHIEVEMENTS

Germany contributes significantly to international civil aviation. Measured by passenger-kilometres performed, it ranked fifth among ICAO Member States in international passenger traffic and seventh in international cargo traffic in 2019. The German aviation sector is a cornerstone of international transport policy, contributing over US\$ 60 trillion in added value annually. Germany is committed to innovation and promotes unmanned aviation, notably with the goal of enabling the use of drones and air taxis as regular

modes of transport. To that end, Germany funds research projects to facilitate safe integration into the airspace with unmanned traffic management. Germany also supports ICAO's efforts to improve environmental and climate protection through such measures as the CO₂ compensation system CORSIA (Carbon Offsetting and Reduction Scheme for International Aviation) and the long-term global aspirational goal (LTAG) for international aviation.



Greece

Member State since 1947
hcaa.gov.gr | Email: info@hcaa.gov.gr



STATE FACTS & FIGURES

Capital Athens	Official Languages Greek	Currency euro	Area 132 049 Km²
Population 10.7 million		Gross Domestic Product (GDP) US\$ 205.1 billion US\$ 19 134 per capita	

AIR TRANSPORT STATISTICS

15 International Airports	25 Domestic Airports	7 National Airlines with International Services	65 Foreign Airline Operations
International Traffic 47.2 million passengers	Domestic Traffic 17 million passengers	International Cargo 82 418 metric tonnes	Domestic Cargo 10 952 metric tonnes

VISION, STRATEGIES AND ACHIEVEMENTS

Given the dramatic impact of the coronavirus disease (COVID-19) pandemic on civil aviation, air transport in Greece has proven highly resilient and remains at the heart of the transport and economic policy of Greece.

In 2021, major initiatives were taken to ensure a solid recovery from the COVID-19 crisis and a return to 2019 traffic levels. These were designed to modernize airspace management, improve the use of resources and promote greater infrastructure efficiency. They include:

- Upgrading regional airports with European Union (EU) funding

- Establishing the Hellenic Civil Aviation Authority (HCAA) as an independent entity
- Restructuring the Hellenic Aviation Service Provider (HASP)
- Upgrading the Air Traffic Management (ATM) and Air Navigation Services (ANS) systems
- Enhancing supervision for environmental protection
- Strengthening compliance with safety and security regulatory requirements
- Implementing a passenger rights protection framework



Hungary

Member State since 1969



STATE FACTS & FIGURES

Capital Budapest	Official Languages Hungarian	Currency Hungarian forint	Area 93 030 Km²
Population 9.8 million		Gross Domestic Product (GDP) US\$ 163.5 billion US\$ 16 736 per capita	

AIR TRANSPORT STATISTICS

6 International Airports	119 Domestic Airports	9 National Airlines with International Services	65 Foreign Airline Operations
International Traffic 16.7 million passengers	Domestic Traffic 0 passengers	International Cargo 183 363 metric tonnes	Domestic Cargo 0 metric tonnes

VISION, STRATEGIES AND ACHIEVEMENTS

South East Europe Free Route Airspace (SEE FRA):
Aircraft operators can plan their flights regardless of geographical boundaries across the airspaces of Hungary, Bulgaria, Romania, Slovakia and Moldova. Joining SEE FRA and BALTIC FRA (SEE FRA) creates one of the largest free route airspace blocks in Europe.

Remote Enroute Air Traffic Services in KFOR Sector:
Since 2014, HungaroControl provides air navigation services in Kosovo's upper airspace from its world-class facility in Budapest. NATO, EUROCONTROL and regional stakeholders collaboratively established operational and technological parameters for remote control operations.

Remote Tower:
In 2017, HungaroControl launched remote tower operations at Budapest Ferenc Liszt International Airport, becoming the first air navigation services provider certified to do so without capacity restrictions at a medium-sized airport. The remote tower was the first of its kind, with no shadow operations needed from the existing tower.



Iceland

Member State since 1947

www.icetra.is | Email: jon.g.jonsson@samgongustofa.is



Ireland

Member State since 1946

www.gov.ie/transport | Email: info@transport.gov.ie



STATE FACTS & FIGURES

Capital
Reykjavik

Official Languages
Icelandic

Currency
Icelandic króna

Area
103 000 Km²

Population
360 563

Gross Domestic Product (GDP)
US\$ 24.9 billion | US\$ 11 408 per capita

STATE FACTS & FIGURES

Capital
Dublin

Official Languages
Irish, (Gaelic), English

Currency
euro

Area
70 273 Km²

Population
4.9 million

Gross Domestic Product (GDP)
US\$ 399.1 billion | US\$ 80 887 per capita

AIR TRANSPORT STATISTICS

4 International Airports

12 Domestic Airports

4 National Airlines with International Services

13 879 Foreign Airline Operations

International Traffic
5.2 million passengers

Domestic Traffic
653 130 passengers

International Cargo
53 049 metric tonnes

Domestic Cargo
1 142 metric tonnes

AIR TRANSPORT STATISTICS

5 International Airports

4 Domestic Airports

7 National Airlines with International Services

49 Foreign Airline Operations

International Traffic
37.9 million passengers

Domestic Traffic
162 231 passengers

International Cargo
138 171 metric tonnes

Domestic Cargo
7 779 metric tonnes

VISION, STRATEGIES AND ACHIEVEMENTS

Iceland signed the Chicago Convention in December 1944, thereby taking part in the creation of ICAO the same year that the nation gained independence. The coinciding nature of these events illustrates that international cooperation in the field of civil aviation has been important to the Icelandic government from its founding. The geographical location of Iceland underscores the vital importance of aviation as a key factor for economic growth and prosperity, and as the primary mode of transportation for connecting with the rest of the world. Iceland

has gained recognition abroad through decades of introducing, implementing and upholding international regulations to meet the highest levels of flight safety and operational efficiency. It also manages one of the largest airspaces on the planet at 5.4 million square kilometers. The greatest asset for the development and maintenance of infrastructure in aviation is cooperation. Let ICAO continue to unite us for a safe, efficient and sustainable aviation long into the future!

VISION, STRATEGIES AND ACHIEVEMENTS

Ireland handles over one million flights annually in the 451 000 km² of airspace controlled by its air traffic management services provider. This is regulated to the highest professional standards by the State. Ireland's air navigation service provision and aviation regulatory functions are undergoing reform, with the Irish Aviation Authority (IAA) becoming the single aviation regulator. A new company, AirNav Ireland, will be established to provide air traffic services to State airports, en-route flight navigation and North Atlantic radio communications.

The Irish Department of Transport will develop a comprehensive aviation security strategy for the 2022-25 period to address priorities set out in the Global Aviation Security Plan (GASeP). Additionally, the Unmanned Aircraft System (UAS) sector is prospering in Ireland. The IAA issued a Light UAS Operator Certificate (LUS) to Skyports – the first in the European Union to receive such an authorization. This will allow beyond visual line of sight (BVLOS) drone operations. Ireland is developing a national policy framework to support growth and innovation in this sector.



Israel

Member State since 1949
www.caa.gov.il | Email: caai@mot.gov.il



STATE FACTS & FIGURES

Capital* Jerusalem	Official Languages Hebrew, Arabic, English	Currency new Israeli shekel	Area 22 072 Km²
Population 9 million		Gross Domestic Product (GDP) US\$ 398 billion US\$ 43 951 per capita	

AIR TRANSPORT STATISTICS

3 International Airports	1 Domestic Airport	4 National Airlines with International Services	N/A Foreign Airline Operations
International Traffic 23 million passengers	Domestic Traffic N/A passengers	International Cargo 333 000 metric tonnes	Domestic Cargo N/A metric tonnes

VISION, STRATEGIES AND ACHIEVEMENTS

The coronavirus disease (COVID-19) pandemic has presented the Israeli aviation industry with an unprecedented crisis, in which airlines and airports experienced a significant decline in passenger volumes and huge revenue losses. Faced with considerable operational, financial and managerial challenges, the aviation sector was constantly supported by the Civil Aviation Authority (CAA) of Israel and the Israeli government. Alongside this support, a key driver in the recommencement of international flights was the signing of the historic Abraham Accords, which normalized diplomatic relations

between Israel, Bahrain, Morocco, Sudan and the United Arab Emirates, resulting in rapid tourism growth across the region. As an innovative State, Israel has launched a national initiative to enable drone operations above urban areas. This unique activity flows from close collaboration between CAA International (CAAi), Israel National Drone Initiative (INDI) and the World Economic Forum (WEF). Large-scale experiments have been conducted, using high-end technology to facilitate safe and efficient urban drone operations in upcoming years.

* Designation and information provided by Israel. The position of the United Nations on Jerusalem is stated in A/RES/181 (II) and subsequent General Assembly and Security Council resolutions. The position of ICAO is stated in Assembly Resolutions A21-7 and A23-5.



Italy

Member State since 1947
www.enac.gov.it | Email: comunicazione@enac.gov.it



STATE FACTS & FIGURES

Capital Rome	Official Languages Italian	Currency euro	Area 302 068 Km²
Population 60 million		Gross Domestic Product (GDP) US\$ 2 trillion US\$ 33 674 per capita	

AIR TRANSPORT STATISTICS

44 International Airports	1 Domestic Airport	26 National Airlines with International Services	1.1 million Foreign Airline Operations
International Traffic 138 million passengers	Domestic Traffic 65 million passengers	International Cargo 984 671 metric tonnes	Domestic Cargo 76 183 metric tonnes

VISION, STRATEGIES AND ACHIEVEMENTS

The coronavirus disease (COVID-19) pandemic has demonstrated that the transport of people and goods, especially in emergency situations, plays a fundamental role in guaranteeing the right to mobility – a key element of civil, political and state society. A country needs the implementation, operation and support of an aviation and aerospace community. The crisis has also highlighted the magnitude of social, health and economic costs when the free movement of people, goods and

services is severely hampered or even curtailed. The vision of the Italian Civil Aviation Authority (ENAC) is to transfer an urban, integrated and intermodal air mobility that combines imagination, capacity planning and concreteness, to future generations. This is particularly important in a modern, European context. Italy is already shaping the mobility of the future, thanks to many projects that have produced excellent results.



“ENAC's ambition is to lead new generations through the third dimension of mobility.”

MR. ALESSIO QUARANTA
Director General
Italian Civil Aviation Authority

01 Is Advanced Air Mobility (AAM) the future of aviation?

Advanced Air Mobility refers to a set of innovative transport services provided mainly by vertical take-off and landing (VTOL) aircrafts with or without a pilot on board, and the supporting infrastructure. It will improve mobility within cities, metropolitan areas and territories and will play a fundamental role in the successful development of a new smart concept of intermodal mobility combining air and ground transportation.

I believe that AAM will also produce innovative and eco-sustainable solutions for reducing air pollution and CO₂ emissions, improving the safety of citizens, inspiring new business models and setting the stage for a different kind of aviation system.

In this sense, the mobility of goods and people in urban centres by air is indeed the future of aviation, especially in emergency situations.

02 How is ENAC progressing in this area?

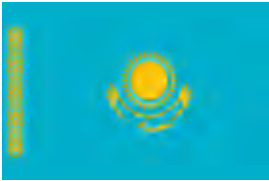
As the Italian Civil Aviation Authority, ENAC identified the need for a national ecosystem based on the concept of AAM. With the support of major national stakeholders including industry, research centres, universities, municipalities, regulators and government departments, we have adopted a strategy focused on technological innovation that will lead to the development of a national transportation system capable of integrating new types of services.

The vision is to hand over to future generations an urban, integrated and intermodal air mobility network that reflects imagination, planning capacity and practicality. This will require a shift in thinking and processes that will radically transform the existing system primarily through modernization and digitization, hence the smart element, while putting green technologies at the heart of the sector's growth.

03 How much have you developed AAM in Italy?

We have already launched challenging activities. Several projects to transport drugs, plasma, organs and medical devices are ongoing. We have created a research pole for space technologies, aerospace and AAM at Grottaglie in the south of Italy that has become an international testing laboratory or “sandbox.” In fact, since 2014 the Italian Airport National Plan had classified Taranto Grottaglie Airport as an airport dedicated to industrial activity and to the research in the aviation field, also taking into account its location in an area with a low urbanization level. Moreover, Grottaglie Airport was designated, based on a selection procedure conducted by ENAC, as the first Italian Spaceport by Decree in 2018 and classified like National Strategic Infrastructure. As a centre of excellence, the site will be home to the testing of urban air mobility flights, as well as combined flight operations and procedures in real-world scenarios, including ground operations and airport logistics services.

Grottaglie also hosts the European Space Agency Aurora Programme, for which ENAC ensures coordination for the design of a systems architecture based on the Global Navigation Satellite System (GNSS).



Kazakhstan

Member State since 1992
www.aaq.kz | Email: frontoffice@caakz.kz



STATE FACTS & FIGURES

Capital Nur-Sultan	Official Languages Kazakh, Russian	Currency tenge	Area 2.7 million Km ²
Population 18.5 million		Gross Domestic Product (GDP) US\$ 181.7 billion US\$ 9 813 per capita	

AIR TRANSPORT STATISTICS*

17 International Airports	20 Domestic Airports	3 National Airlines with International Services	26 Foreign Airline Operations
International Traffic 3.2 million passengers	Domestic Traffic N/A passengers	International Cargo 29 100 metric tonnes	Domestic Cargo N/A metric tonnes

VISION, STRATEGIES AND ACHIEVEMENTS

- Vision:**
National Strength, Regional Model, Global Excellence
The Aviation Administration of Kazakhstan is an independent, mature and trusted regulatory agency working in close cooperation with industry to maintain an effective, non-bureaucratic and compliant approach in a challenging regional context.
- Achievements:**
- 84 per cent Effective Implementation (EI) under the ICAO Universal Safety Oversight Audit Programme (USOAP)
- First in the Commonwealth of Independent States (CIS) to implement the Rules of Operation of Unmanned Aerial Vehicles and 100 per cent of the Global Reporting Format (GRF)
- First in Central Asia to join the ICAO Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA)
- Member of the Collaborative Arrangement for the Prevention and Management of Public Health Events in Civil Aviation (CAPSCA) and first in the Region to implement the ICAO Public Health Corridors
- Observer status with the European Civil Aviation Conference (ECAC)

* As this publication went to press, updated Air Transport Statistics from the State had not yet reached ICAO. Material from the previous edition of "ICAO STATES TODAY - 75 Years of Progress Since Chicago" was used instead.



Kyrgyzstan

Member State since 1993
<https://www.caa.kg/>



Image not provided by the Member State. Source: Shutterstock.com

STATE FACTS & FIGURES

Capital Bishkek	Official Languages Kyrgyz, Russian	Currency som	Area 199 000 Km²
Population 6.5 million		Gross Domestic Product (GDP) US\$ 8.9 billion US\$ 1 374 per capita	

AIR TRANSPORT STATISTICS*

5 International Airports	6 Domestic Airports	9 National Airlines with International Services	12 Foreign Airline Operations
International Traffic 690 369 passengers	Domestic Traffic N/A passengers	International Cargo 118 300 metric tonnes	Domestic Cargo N/A metric tonnes



Image not provided by the Member State. Source: Gettyimages.ca

* As this publication went to press, updated Air Transport Statistics from the State had not yet reached ICAO. Material from the previous edition of "ICAO STATES TODAY - 75 Years of Progress Since Chicago" was used instead.



Latvia

Member State since 1992
www.caa.gov.lv | Email: caa@caa.gov.lv



STATE FACTS & FIGURES

Capital Riga	Official Languages Latvian	Currency euro	Area 64 589 Km²
Population 1.9 million		Gross Domestic Product (GDP) US\$ 34.3 billion US\$ 17 927 per capita	

AIR TRANSPORT STATISTICS

2 International Airports	2 Domestic Airports	4 National Airlines with International Services	15 Foreign Airline Operations
International Traffic 7.8 million passengers	Domestic Traffic 13 853 passengers	International Cargo 27 265 metric tonnes	Domestic Cargo N/A metric tonnes

VISION, STRATEGIES AND ACHIEVEMENTS

Latvia is located in the Baltic Sea Region of Northern Europe. It is a clean, green, safe and modern country with a rich cultural heritage, innovative spirit and intrepid people. Latvia has embarked on two milestone and transformative transportation projects.

Foremost, Latvia is participating in Rail Baltica. This "project of the century" consists of a greenfield rail transport infrastructure designed to integrate the Baltic States into the European

rail network. Additionally, the Civil Aviation Agency of Latvia undertook a second initiative in 2021. This project, known as the Cohesion Fund, calls for the "implementation of an unmanned aircraft management and oversight system" to be completed by the end of 2023. The goal is to ensure the availability and interoperability of services related to unmanned aircraft management in a digital format.



Lithuania

Member State since 1992
www.ltsa.lrv.lt | Email: ltsa@ltsa.lrv.lt



STATE FACTS & FIGURES

Capital Vilnius	Official Languages Lithuanian	Currency euro	Area 65 300 Km²
Population 2.8 million	Gross Domestic Product (GDP) US\$ 54.7 billion US\$ 19 576 per capita		

AIR TRANSPORT STATISTICS

4 International Airports	26 Domestic Airports	8 National Airlines with International Services	13 Foreign Airline Operations
International Traffic 6.5 million passengers	Domestic Traffic N/A passengers	International Cargo 17 200 metric tonnes	Domestic Cargo N/A metric tonnes

VISION, STRATEGIES AND ACHIEVEMENTS

Key goals to be achieved by 2030:

- Number of direct connections increased to 150
- Lithuanian airports become carbon neutral
- Lithuanian aviation sector generates five per cent of country's GDP
- Vilnius and Kaunas airports are connected to Rail Baltica high-speed railway
- Aviation business and airspace users are closely involved in aviation policy-making processes



Luxembourg

Member State since 1948
dac.gouvernement.lu | Email: civilair@av.etat.lu



The former steelmill-site in Esch-Belval, hosting today renowned research institutes, as well as housing units and shops.



View of the capital city with the remains of the ancient fortress and in the background the Kirchberg plateau.

STATE FACTS & FIGURES

Capital Luxembourg	Official Languages Luxembourgish, French, German	Currency euro	Area 2 586 Km²
Population 620 001	Gross Domestic Product (GDP) US\$ 70.2 billion US\$ 113 219 per capita		

AIR TRANSPORT STATISTICS

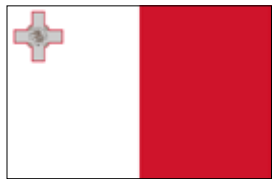
1 International Airport	N/A Domestic Airports	7 National Airlines with International Services	21 Foreign Airline Operations
International Traffic 4.4 million passengers	Domestic Traffic N/A passengers	International Cargo 893 000 metric tonnes	Domestic Cargo N/A metric tonnes

VISION, STRATEGIES AND ACHIEVEMENTS

Luxembourg strongly supports and promotes exchanges at the international level. Good intergovernmental relations and efficient intermodal connections have allowed Luxembourg to establish an important logistics sector. In the near future, the status of Luxembourg's international airport will be further enhanced with the addition of a link to the capital's tramway system.

Luxembourg advocates a reduction in oil dependency and fosters efforts to reduce CO₂ emissions,

especially in the aviation sector, with the Luxembourg Civil Aviation Authority (CAA) increasingly focused on environmental matters. Digitalization is also a priority for the Luxembourg government and the CAA of Luxembourg is now working on digitalizing most of its working methods and interactions with its partners. Another important project of the CAA of Luxembourg relates to facilitation. After the adoption of a national legislative framework on the subject, an interministerial working group is being created.



Malta

Member State since 1965

www.transport.gov.mt/aviation | Email: civil.aviation@transport.gov.mt



Monaco

Member State since 1980

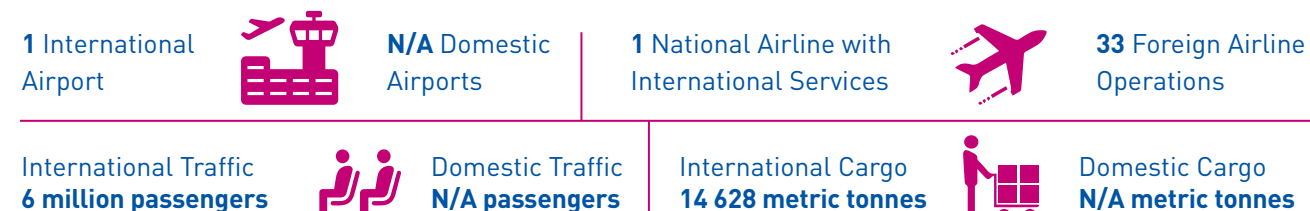
www.gouv.mc | Email: daci@gouv.mc



STATE FACTS & FIGURES



AIR TRANSPORT STATISTICS*



VISION, STRATEGIES AND ACHIEVEMENTS

The Malta 9H brand, named after Malta's aircraft registration country code, underpins the country's vision of sustainable growth in the aviation register and operations. This includes aircraft operators, maintenance, training, air navigation, personnel licensing and enhanced safety oversight. Additionally, focus is placed on the efficiency and standardization of civil aviation operations.

Developments in business, ad-hoc and on-demand services are supported by strengthening civil aviation

law, promoting safety and continuing efforts to minimize the adverse effects of civil aviation on the environment.

Using English as its main business language, a burgeoning aviation cluster operates out of Malta with an average three-hour flight to all major European destinations. In the travel sector, Malta has robust growth as demonstrated by the number of airlines increasing to 43, and the number of registered 9H aircraft rising to 629 by end of 2021.

* As this publication went to press, updated Air Transport Statistics from the State had not yet reached ICAO. Material from the previous edition of "ICAO STATES TODAY - 75 Years of Progress Since Chicago" was used instead.

STATE FACTS & FIGURES



AIR TRANSPORT STATISTICS



VISION, STRATEGIES AND ACHIEVEMENTS

The Heliport of Monaco, the only aviation facility within Monaco, was inaugurated in 1981 and is located in the district of Fontvieille.

Monaco air traffic controllers watch over one of the smallest national airspaces in the world : two km long, one km wide and one km high.

Monaco Airport hosts about 100 helicopter flights per day. For the Formula 1 Grand Prix, it handles about 800 flights on the peak Sunday.

The only scheduled destination is Nice Côte d'Azur

Airport in Nice, France. It represents the shortest scheduled service with published timetables in the world – seven minutes flying time.

Monaco is also preparing for tomorrow, with a strategy focused on the following axis :

- Decarbonization of urban and regional air mobility
- Developement of Unmanned Aircraft Systems Traffic Management (UTM), relying on appropriate regulations and innovative technologies
- Renovation of Monaco Heliport terminal in 2022.



Montenegro

Member State since 2007
www.caa.me | Email: acv@caa.me



STATE FACTS & FIGURES

Capital Podgorica	Official Languages Montenegrin	Currency euro	Area 13 450 Km²
Population 622 028		Gross Domestic Product (GDP) US\$ 5.5 billion US\$ 8 910 per capita	

AIR TRANSPORT STATISTICS

2 International Airports	0 Domestic Airports	1 National Airline with International Services	20 980 Foreign Airline Operations
International Traffic 2.7 million passengers	Domestic Traffic N/A passengers	International Cargo 871 metric tonnes	Domestic Cargo N/A metric tonnes

VISION, STRATEGIES AND ACHIEVEMENTS

Montenegro is a model of European Union (EU) integration in the western Balkans. It is a stable partner in all major European institutions, and ready to collaborate fully in meeting today's emerging aviation challenges. Indicative of this commitment, EU aviation legislation and security measures are transposed and implemented in Montenegro.

Fortunately, Montenegro is rebounding more rapidly than expected from the 2020 recession induced by the coronavirus disease (COVID-19) pandemic.

Although still a concern, the COVID-19 pandemic presents an opportunity for Montenegro to ensure a resilient, inclusive and green recovery.

With the increased availability of cheap flights to the region, now is the ideal time to visit Montenegro. If you love the outdoors, great beaches, historic towns with cute little restaurants and a wide range of activities from a simple hike to bungee jumping, rafting and scuba diving, Montenegro is the spot!



Morocco

Member State since 1956
www.aviationcivile.gov.ma



STATE FACTS & FIGURES

Capital Rabat	Official Languages Arabic	Currency Moroccan dirham	Area 710 850 Km²
Population 36.5 million		Gross Domestic Product (GDP) US\$ 119.9 billion US\$ 3 235 per capita	

AIR TRANSPORT STATISTICS

19 International Airports	6 Domestic Airports	3 National Airlines with International Services	50 Foreign Airline Operations
International Traffic 22 million passengers	Domestic Traffic 3 million passengers	International Cargo 94 198 metric tonnes	Domestic Cargo 1 877 metric tonnes

VISION, STRATEGIES AND ACHIEVEMENTS

In recent years, Morocco has benefited from a policy of liberalization of its air transport sector with the conclusion of many liberal bilateral agreements with countries on all continents.

Morocco's National Airport Master Plan for the development of infrastructure and equipment has enabled the Moroccan airport network to reach 25 airports, including 19 international facilities, for a total capacity of around 38 million passengers per year.

In April 2020, Royal Air Maroc became the first full member airline of the **oneworld** Alliance on the African continent.

On 9 March 2022, Morocco signed the Revised Constitution of the African Civil Aviation Commission (AFCAC) and the Memorandum of Implementation (MoI) of the Single African Air Transport Market (SAATM).



Netherlands

Member State since 1947

www.government.nl









North Macedonia

Member State since 1992







www.caa.gov.mk | Email: info@caa.gov.mk



STATE FACTS & FIGURES

 Capital Amsterdam	 Official Languages Dutch	 Currency euro	 Area 41 526 Km²
 Population 17.3 million		 Gross Domestic Product (GDP) US\$ 910.2 billion US\$ 52 476 per capita	





STATE FACTS & FIGURES

 Capital Skopje	 Official Languages Macedonian	 Currency North Macedonia denar	 Area 25 715 Km²
 Population 2 million		 Gross Domestic Product (GDP) US\$ 12.6 billion US\$ 6 070 per capita	

AIR TRANSPORT STATISTICS

5 International Airports	 6 Domestic Airports	6 National Airlines with International Services	 102 Foreign Airline Operations
International Traffic 81.2 million passengers	 Domestic Traffic N/A passengers	International Cargo 1.7 million metric tonnes	 Domestic Cargo N/A metric tonnes

AIR TRANSPORT STATISTICS*

2 International Airports	 0 Domestic Airports	0 National Airlines with International Services	 17 Foreign Airline Operations
International Traffic 2 million passengers	 Domestic Traffic N/A passengers	International Cargo 3 003 metric tonnes	 Domestic Cargo N/A metric tonnes

VISION, STRATEGIES AND ACHIEVEMENTS

In March 2022, the RAI Convention Center hosted the fourth edition of the yearly Amsterdam Drone Week, in hybrid form. The worldwide event and platform on unmanned aviation attracted nearly 3 750 visitors, and speakers from 80 countries. The theme was "Adding Value to Society with Urban Air Mobility (UAM)". During the conference, UAM was introduced and addressed in various sessions and panel discussions. A wide variety of stakeholders including governments, airlines, EUROCONTROL, CANSO,

the European Union Aviation Safety Agency and the Federal Aviation Administration discussed the issues associated with the introduction of unmanned aircraft in urban airspace, as well as societal engagement.

As of 2022, KLM Royal Dutch Airlines is the first airline to make sustainable aviation fuel standard and is therefore a pioneer in this field. Through its actions, the airline wants to further stimulate the market for such fuel.

VISION, STRATEGIES AND ACHIEVEMENTS

- Both international airports, Skopje International Airport and Ohrid St. Paul the Apostle Airport, have been modernized.
- International passenger traffic continued to grow before the coronavirus disease (COVID-19) pandemic, reaching 2.3 million passengers in 2018 and 2.6 million in 2019. Traffic dropped in 2020 with 782 000 passengers but is recovering with 1.3 million passengers in 2021.

- Air services agreements have been signed with 35 States located on five continents.
- North Macedonia is a member of the European Civil Aviation Conference (ECAC) and has signed a working arrangement with The European Authority for Aviation Safety (EASA).
- The Aviation Authority (CAA) of North Macedonia is an observer with the DANUBE Functional Airspace Block (FAB).

* As this publication went to press, updated Air Transport Statistics from the State had not yet reached ICAO. Material from the previous edition of "ICAO STATES TODAY - 75 Years of Progress Since Chicago" was used instead.



Norway

Member State since 1947
caa.no | Email: postmottak@caa.no



STATE FACTS & FIGURES

Capital
Oslo

Official Languages
Norwegian

Currency
Norwegian krone

Area
385 207 Km²

Population
5.3 million

Gross Domestic Product (GDP)
US\$ 404.9 billion | US\$ 75 720 per capita

AIR TRANSPORT STATISTICS

12 International Airports

49 Domestic Airports

3 National Airlines with International Services

35 Foreign Airline Operations

International Traffic
24.5 million passengers

Domestic Traffic
33.4 million passengers

International Cargo
178 509 metric tonnes

Domestic Cargo
38 373 metric tonnes

VISION, STRATEGIES AND ACHIEVEMENTS

The main objective of the Civil Aviation Authority (CAA) of Norway is to ensure the safety of civil aviation in Norway and of Norwegian operators. It oversees and supervises operators, personnel and facilities to ensure that laws and regulations are followed. Our mission is to contribute to safe, socially beneficial and sustainable aviation.

Our main goals:

- Safe aviation through targeted improvements
- Social and sustainable development of aviation for people and businesses

- Future-driven and effective services
- Attractive work environment and highly competent employees

Our strategy to achieve these goals is to be competent, visible, apparent and effective to promote cooperation. With a foundation based on values, ethical guidelines, leadership principles, mission, political policies and strategic framework, we achieve our goals in cooperation with all civil aviation stakeholders, in line with our vision: together for safe aviation.



Poland

Member State since 1945
www.ulc.gov.pl | Email: dgca@ulc.gov.pl



STATE FACTS & FIGURES

Capital
Warsaw

Official Languages
Polish

Currency
zloty

Area
312 679 Km²

Population
38 million

Gross Domestic Product (GDP)
US\$ 597 billion | US\$ 15 732 per capita

AIR TRANSPORT STATISTICS

14 International Airports

51 Domestic Airports

9 National Airlines with International Services

157 Foreign Airline Operations

International Traffic
18.2 million passengers

Domestic Traffic
1.5 million passengers

International Cargo
132 851 metric tonnes

Domestic Cargo
492 metric tonnes

VISION, STRATEGIES AND ACHIEVEMENTS

In 2020, in Warsaw, the first drone flight with a transportation module was performed. The drone transported blood samples between hospitals to be tested for the presence of the coronavirus disease. At the beginning of 2022, the Polish Civil Aviation Authority issued the first permit to perform regular flights of this type. Up to now, such operations have exceeded 200 hours and 15 000 kilometres in total. The flights are performed in coordination with the Polish Air Navigation Services Agency. They reflect

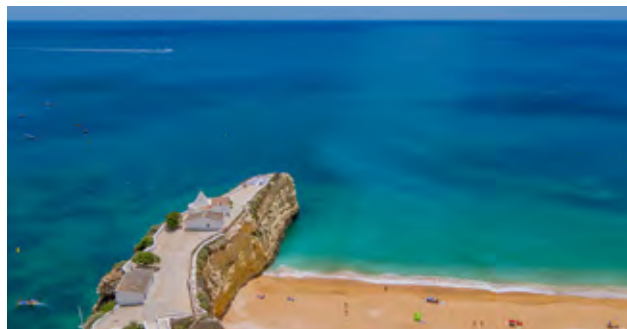
the level of development of the Polish drone sector, which is ready to provide the innovative service of regular drone transport within and between cities.



Portugal

Member State since 1947

www.anac.pt | Email: geral@anac.pt

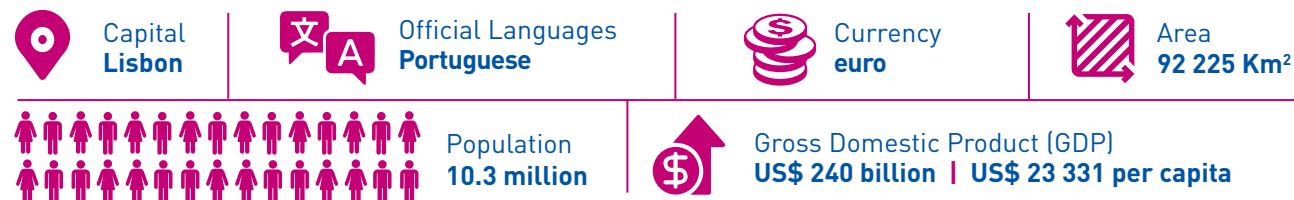


Ermita Senhora da Rocha, Lagoa, Algarve, Portugal. Photo by Nuno Augusto

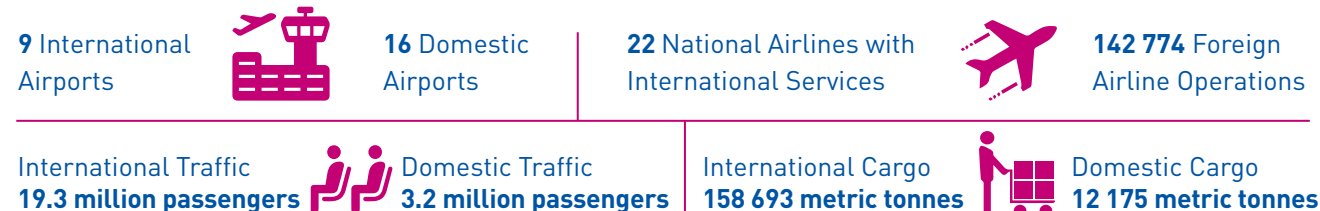


Oporto Airport, Portugal. Photo by Vinci Airports

STATE FACTS & FIGURES



AIR TRANSPORT STATISTICS



VISION, STRATEGIES AND ACHIEVEMENTS

Portugal is one of the first 52 signatories to the Chicago Convention.

The country's strategic position makes it a connecting point between the American, African and European continents. This enables it to establish strong and lasting ties with other nations. Portugal plays an important role in the provision of services and facilities for international air navigation over its own territory and a large portion of the North Atlantic, some 5.8 million square kilometres in total.

Portugal seeks to leverage its natural and historical attributes, exceptional safety standards and continuous modernization of its air transport sector, notably in

Unmanned Aircraft Systems (UAS) and Urban Air Mobility (UAM). It provides expertise in production, maintenance and aircraft testing, as well as flight training.

Portugal is committed to address environmental issues and to strengthen the cooperation with ICAO and its Member States, in particular with the Portuguese-speaking countries.



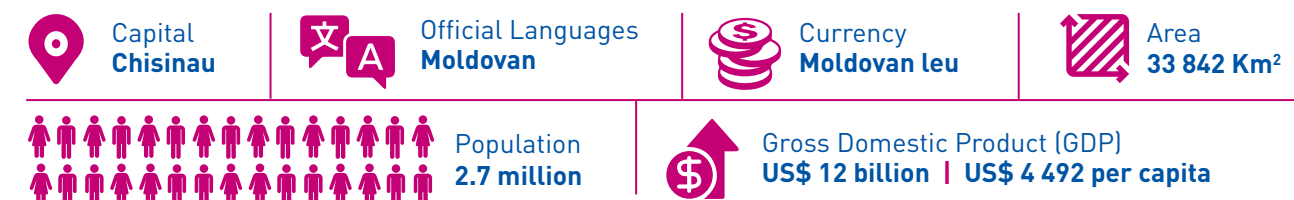
Republic of Moldova

Member State since 1992

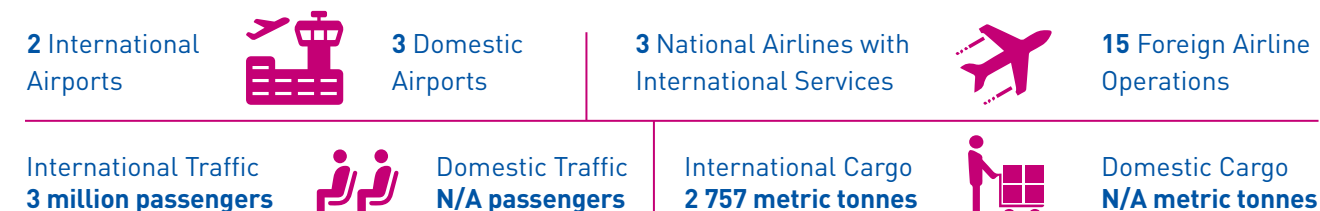
www.caa.md | Email: info@caa.gov.md



STATE FACTS & FIGURES



AIR TRANSPORT STATISTICS



VISION, STRATEGIES AND ACHIEVEMENTS

From 2019 to 2021, the Republic of Moldova registered significant progress in the implementation of international safety standards and enacted important reforms and new regulations in Operational Safety (OPS), Aeronautical Information Regulation and Control (AIRAC), Personnel Licensing and Training (PEL), Aviation Medicine (MED) and Aerodromes, Air Routes and Ground Aids (AGA). Key achievements included new legislation, on-the-job training and additional practical training. This was delivered within transport authority projects and bilateral agreements signed with civil aviation authorities from other Member States and the International Air Transport Association (IATA). These activities enhanced the capacity of the Civil

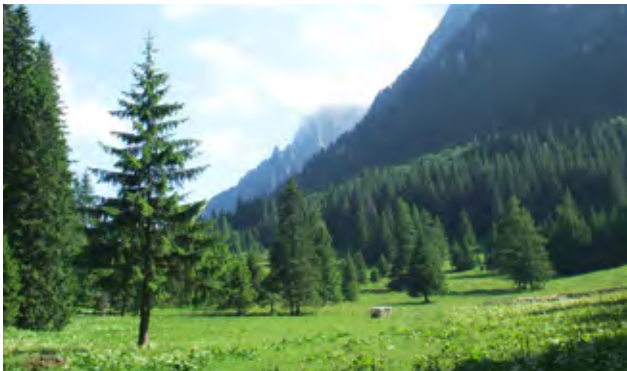
Aviation Authority (CAA) of the Republic of Moldova to fully cover the range of its duties and responsibilities. By the end of 2021, the CAA of the Republic of Moldova's efforts and improvements were evaluated and all Moldovan air carriers were excluded from the European Union Air Safety List. Another major milestone which highlights the progress of the CAA of the Republic of Moldova is ICAO's Universal Safety Oversight Audit Programme (USOAP) that took place at the beginning of 2022. Based on the draft report, this resulted in the increase of the Effective Implementation (EI) percentage for the Republic of Moldova.









Romania

Member State since 1965





www.caa.ro | Email: contact@caa.ro



STATE FACTS & FIGURES

 Capital Bucharest	 Official Languages Romanian	 Currency new leu	 Area 238 398 Km²
 Population 19.4 million		 Gross Domestic Product (GDP) US\$ 250 billion US\$ 12 899 per capita	

AIR TRANSPORT STATISTICS

15 International Airports 	1 Domestic Airport	14 National Airlines with International Services	 117 407 Foreign Airline Operations
International Traffic 21 million passengers 	Domestic Traffic 2.7 million passengers	International Cargo 3 325 metric tonnes	 Domestic Cargo 38 metric tonnes

VISION, STRATEGIES AND ACHIEVEMENTS

Improving connectivity and developing a safe, efficient and sustainable air transport system is our main goal. Aviation is an industry with ambitious goals for reducing its impact on climate change and from this perspective, Romania is committed to developing and maintaining environmental aviation standards in a sustainable manner to avoid or minimize harmful effects. The competent Romanian authorities are cooperating with the aeronautical industry in achieving progress in innovation and

technology, with focus on digitalization and drone technology that creates opportunities and challenges for new services and applications. Our experts are actively participating in ICAO's different committees, panels and working bodies to contribute to the pursuit of international aviation objectives.



Russian Federation







Member State since 1970

<http://www.favt.ru/>



Image not provided by the Member State. Source: Shutterstock.com

STATE FACTS & FIGURES

 Capital Moscow	 Official Languages Russian	 Currency Russian rouble	 Area 16 376 870 Km²
 Population 144.4 million		 Gross Domestic Product (GDP) US\$ 1.7 trillion US\$ 11 536 per capita	

AIR TRANSPORT STATISTICS*

77 International Airports 	151 Domestic Airports	61 National Airlines with International Services	 973 Foreign Airline Operations
International Traffic 42.5 million passengers 	Domestic Traffic N/A passengers	International Cargo 867 460 metric tonnes	 Domestic Cargo N/A metric tonnes



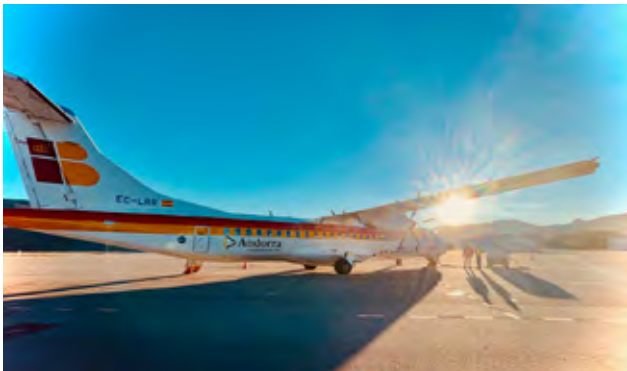
Image not provided by the Member State. Source: GettyImages.ca

* As this publication went to press, updated Air Transport Statistics from the State had not yet reached ICAO. Material from the previous edition of "ICAO STATES TODAY - 75 Years of Progress Since Chicago" was used instead.



San Marino

Member State since 1988
www.caa-mna.sm | Email: info@caa-mna.sm



STATE FACTS & FIGURES

Capital San Marino	Official Languages Italian	Currency euro	Area 61.19 Km²
Population 33 864		Gross Domestic Product (GDP) US\$ 1.6 billion US\$ 47 727 per capita	

AIR TRANSPORT STATISTICS

1 Airfield	N/A Domestic Airports	0 National Airlines with International Services	0 Foreign Airline Operations
International Traffic N/A passengers	Domestic Traffic N/A passengers	International Cargo N/A metric tonnes	Domestic Cargo N/A metric tonnes

VISION, STRATEGIES AND ACHIEVEMENTS

San Marino is a signatory to the Cape Town Convention since January 2015. An agreement under Article 83 *bis* to the Chicago Convention has been signed with Lebanon and the Kingdom of Saudi Arabia.

The Civil Aviation Authority of San Marino has certified and granted air operator certificates to Empire Aviation San Marino srl, TAG Aviation San Marino srl, Avcon Jet San Marino srl and Lux

Aviation San Marino srl while the certification process is under way for two other operators.

The Republic of San Marino, founded in 301 AD, is one of the most ancient republics in the world and a UNESCO World Heritage Site since 2008.



Serbia

Member State since 2000
www.cad.gov.rs | Email: dgca@cad.gov.rs



STATE FACTS & FIGURES

Capital Belgrade	Official Languages Serbian	Currency Serbian dinar	Area 88 360 Km²
Population 6.9 million		Gross Domestic Product (GDP) US\$ 56.5 billion US\$ 7 417 per capita	

AIR TRANSPORT STATISTICS

3 International Airports	31 Domestic Airports	1 National Airline with International Services	39 Foreign Airline Operations
International Traffic 6 571 255 passengers	Domestic Traffic N/A passengers	International Cargo 20 100 metric tonnes	Domestic Cargo N/A metric tonnes

VISION, STRATEGIES AND ACHIEVEMENTS

The primary goal of the Civil Aviation Directorate of Serbia is the continuous development of the national civil aviation system, through implementation of the latest international safety standards, environmental protection and equal opportunities in all aviation disciplines. Air Serbia, a regional leader in air transport, plays a key role in the aviation industry of Serbia. It is a pillar of the travel and tourism sector of the economy, with a new concept of in-flight comfort based on exceptional service, across

a growing network of routes. In 2018, VINCI Airports and the Serbian government signed a 25-year concession contract for Nikola Tesla Airport. It covers financing, construction and reconstruction, as well as maintenance and management of infrastructure. VINCI Airports aims to assist airlines to develop new routes, increase airport traffic, expand connectivity and position the airport as the leading regional hub of the Balkans.



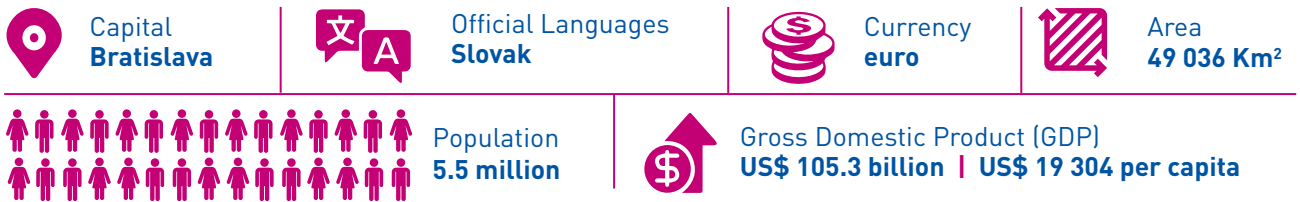
Slovakia

Member State since 1993
<http://nsat.sk/en/home/> | Email: nsat@nsat.sk



Image not provided by the Member State. Source: Shutterstock.com

STATE FACTS & FIGURES



AIR TRANSPORT STATISTICS*



Image not provided by the Member State. Source: Gettyimages.ca

* As this publication went to press, updated Air Transport Statistics from the State had not yet reached ICAO. Material from the previous edition of "ICAO STATES TODAY - 75 Years of Progress Since Chicago" was used instead.



Slovenia

Member State since 1992
www.caa.si/en | Email: info@caa.si

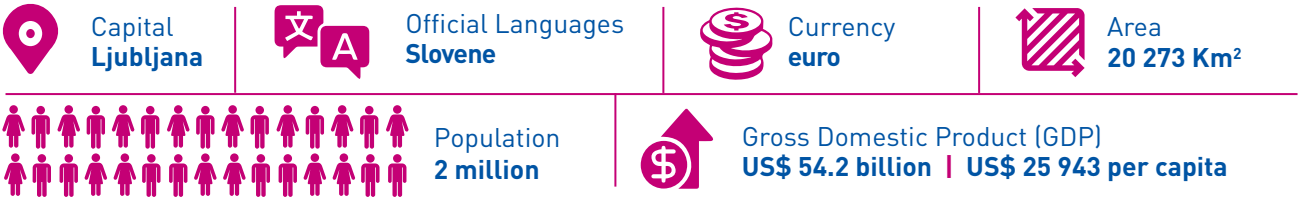


Source www.slovenia.info, Author: Jošt Gantar



Source www.slovenia.info, Author: Ciril Jazbec, TENT Film

STATE FACTS & FIGURES



AIR TRANSPORT STATISTICS



VISION, STRATEGIES AND ACHIEVEMENTS

The focus is on promoting ways and means of achieving the highest level of aviation safety. Other objectives include strengthening aviation connectivity, improving resilience and recovering from the dramatic drop in international air travel due to the coronavirus disease (COVID-19) pandemic.

sold to Textron Inc. Under its new owner, Pipistrel's intention is to increase funding for research and development to accelerate the entry into service of new products and the development of new technologies in sustainable aviation. With this vision, the business is expected to grow and attract world-class talent to Slovenia.

The globally-recognized Pipistrel company, manufacturer of light and electric aircraft, was



Spain

Member State since 5 March 1947
www.website.com | Email: info@website.com



STATE FACTS & FIGURES

Capital
Madrid

Official Languages
Spanish, Basque, Catalan, Galician

Currency
euro

Area
505 983 Km²

Population
47.1 million

Gross Domestic Product (GDP)
US\$ 1.4 trillion | US\$ 27 056 per capita

AIR TRANSPORT STATISTICS

47 International Airports

50 Domestic Airports

15 National Airlines with International Services

1 million Foreign Airline Operations

International Traffic
188.8 million passengers

Domestic Traffic
85.5 million passengers

International Cargo
945 159 metric tonnes

Domestic Cargo
118 700 metric tonnes

VISION, STRATEGIES AND ACHIEVEMENTS

Spain is the second most popular international tourist destination in the world and the fifth country worldwide in terms of passengers at our airports. As the link between Europe and Latin America, Spain considers aviation a strategic sector, a driving force for our economy and a fundamental instrument for social cohesion and friendship among peoples. Likewise, aviation plays a key role in the global economic recovery from the coronavirus disease (COVID-19) pandemic. Spain is striving to make

this sector more resilient and sustainable, ensuring passenger safety, optimizing resources through digitalization and smart mobility, fostering intermodality, promoting gender equality and defending the rights of workers, passengers and aircraft accident victims. All this is done without overlooking the fact that, in order to achieve any progress in global civil aviation, it is necessary for all States to work together and leave no one behind.



We are ready to face new challenges, leaving no one behind

Let's build sustainable aviation together

Air Traffic Control Tower at Josep Tarradellas - El Prat Barcelona Airport - (Spain)

ENAIRe, working for a digital sky and sustainable mobility









Sweden

Member State since 1946
www.transportstyrelsen.se | Email: kontakt@transportstyrelsen.se



STATE FACTS & FIGURES

 Capital Stockholm	 Official Languages Swedish	 Currency Swedish krona	 Area 449 964 Km ²
 Population 10.3 million		 Gross Domestic Product (GDP) US\$ 533.9 billion US\$ 51 939 per capita	

AIR TRANSPORT STATISTICS

45 International Airports	 45 Domestic Airports	5 National Airlines with International Services	 86 Foreign Airline Operations
International Traffic 31 million passengers	 Domestic Traffic 7 million passengers	International Cargo N/A metric tonnes	 Domestic Cargo N/A metric tonnes

VISION, STRATEGIES AND ACHIEVEMENTS

The civil aviation of Sweden is experiencing exciting developments in terms of innovation, technical development and climate transition.

In 2019, the world’s first airport without a traditional air traffic control tower, Scandinavian Mountains Airport, was opened in Dalarna, Sweden. The air traffic is controlled from the remote control centre in Sundsvall, Sweden, approximately 400km from the airport.

Moreover, Sweden is actively working to accelerate climate transition where the Swedish government

is dedicated to the initiative “Fossil-free Sweden”. In addition, the Swedish aviation industry has submitted its roadmap for a fossil-free domestic aviation by 2030, where Sustainable Aviation Fuels (SAF) are expected to play a vital role. Sweden believes that the introduction of SAF creates an opportunity for aviation to reduce the use of fossil fuels and reduce climate impact of aviation. To support this transition, new initiatives are launched in Sweden to produce sustainable fuels in different parts of the country.



Switzerland

Member State since 1947
www.bazl.admin.ch | Email: info@bazl.admin.ch



STATE FACTS & FIGURES

Capital
Bern

Official Languages
German, French, Italian, Romansh

Currency
Swiss franc

Area
41 285 Km²

Population
8.6 million

Gross Domestic Product (GDP)
US\$ 732 billion | US\$ 85 335 per capita

AIR TRANSPORT STATISTICS

7 International Airports

N/A Domestic Airports

5 National Airlines with International Services

133 Foreign Airline Operations

International Traffic 57.2 million passengers

Domestic Traffic 685 369 passengers

International Cargo 426 108 metric tonnes

Domestic Cargo 3 185 metric tonnes

VISION, STRATEGIES AND ACHIEVEMENTS

Switzerland is a strong supporter of proportionate and risk-based regulation for civil aviation cybersecurity. It has been working for over a decade to bring a horizontal approach to cybersecurity discussions by coordinating aviation safety, aviation security and information security expertise. In 2023, one of Switzerland's primary priorities is the refinement of coordinated incident reporting procedures for cyberattacks against civil aviation assets.

Moreover, Switzerland is an advocate for sustainable aviation fuel. The Swiss company Synhelion has developed a method to convert CO₂ to kerosene through the use of solar heat. While a mini-refinery was established in 2019, the first industrial-scale solar fuel plant is planned to start production in Germany in 2023.

In addition, Switzerland enjoys great air connectivity thanks to its national airports Zurich, Geneva and Basel, the latter being located entirely in France and serving as the only binational airport in the world.



Tajikistan

Member State since 1993
http://caa.tj/ | Email: info.caa@yandex.tj



Image not provided by the Member State. Source: Shutterstock.com

STATE FACTS & FIGURES

Capital
Dushanbe

Official Languages
Tajik, Russian

Currency
somoni

Area
143 100 Km²

Population
9.3 million

Gross Domestic Product (GDP)
US\$ 8.3 billion | US\$ 891 per capita

AIR TRANSPORT STATISTICS*

4 International Airports

29 Domestic Airports

4 National Airlines with International Services

12 Foreign Airline Operations

International Traffic 1.9 million passengers

Domestic Traffic N/A passengers

International Cargo 2 877 metric tonnes

Domestic Cargo N/A metric tonnes



Image not provided by the Member State. Source: GettyImages.ca

* As this publication went to press, updated Air Transport Statistics from the State had not yet reached ICAO. Material from the previous edition of "ICAO STATES TODAY - 75 Years of Progress Since Chicago" was used instead.



Tunisia

Member State since 1957

www.transport.tn | Email: hedi.charfadi@transport.state.tn

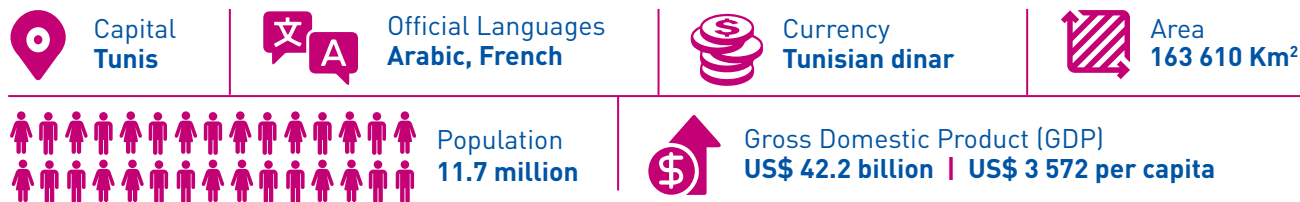


Image not provided by the Member State. Source: Shutterstock.com



Image not provided by the Member State. Source: istockphoto.com

STATE FACTS & FIGURES



AIR TRANSPORT STATISTICS



VISION, STRATEGIES AND ACHIEVEMENTS

The focus of the Tunisian government is to strengthen the status of its Civil Aviation Authority (CAA) as a safety and security supervisory body and regulator of civil aviation activities.

- Reinforce the legislative and regulatory framework of the civil aviation sector in accordance with international norms and standards
- Enhance safety and security throughout the sector and improve the efficiency of the air navigation system
- Develop air transport activity to and from Tunisian airports and support a gradual liberalization of

air transport services while strengthening the competitiveness of Tunisian airlines

- Minimize the negative impacts of civil aviation on the environment
- Develop and modernize airport infrastructure and develop regional airport activities
- Increase the contribution of civil aviation to the gross domestic product (GDP) and national employment by encouraging investments in the sector
- Encourage and support women working in aviation



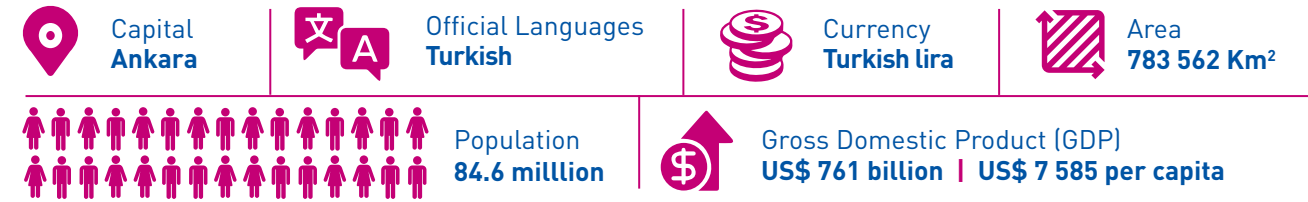
Türkiye

Member State since 1945

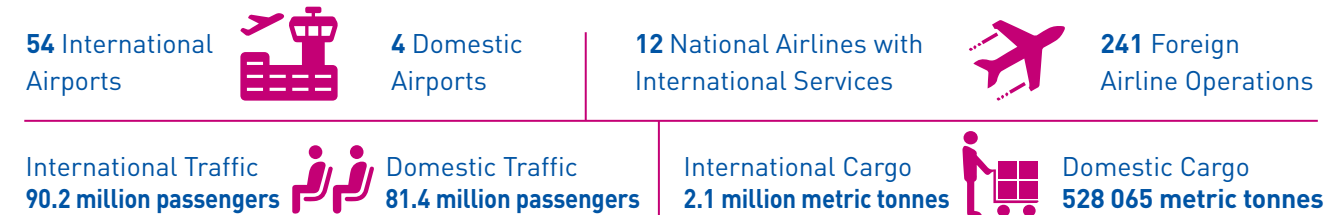
www.shgm.gov.tr



STATE FACTS & FIGURES



AIR TRANSPORT STATISTICS



VISION, STRATEGIES AND ACHIEVEMENTS

Digitalization is fundamental to our vision. For example, the DGCA of Türkiye is ready to use a newly-developed Training Management System whereby contents of training courses match updated job descriptions. The entire aviation sector will benefit from this initiative.

- In line with the ICAO CO₂ reduction targets, all emissions from airlines are monitored according to international standards by an Emission Data Management System.
- Türkiye is targeting full acquisition of aircraft and parts certification capabilities. In previous years, the HÜRKUS Basic Trainer Aircraft was certified and the first designed hot air balloon (PH-120) type certificate was issued. The

GÖKBEY General-Purpose Helicopter Project, designed and manufactured using national means and capabilities, is ongoing.

- With 37 million 191 thousand passenger traffic, Istanbul Airport was ranked 13th in the world and 1st in Europe in terms of passenger traffic in 2021. Thus Istanbul has become one of the main air traffic hubs in the world.
- Strategical airport noise maps were prepared for all airports operated by DHMI and certified within the scope of ISO14001 Environmental Management System. In addition to this, 12 of our airports were certified by ACI under the Airport Carbon Accreditation Program.









Turkmenistan

Member State since 1993





www.caa.gov.tm | Email: aviahead@online.tm



STATE FACTS & FIGURES

 Capital Ashgabat	 Official Languages Turkmen	 Currency Turkmen manat	 Area 491 200 Km²
 Population 5.9 million		 Gross Domestic Product (GDP) US\$ 45.2 billion US\$ 7 612 per capita	

AIR TRANSPORT STATISTICS*

N/A International Airports	 N/A Domestic Airports	N/A National Airlines with International Services	 N/A Foreign Airline Operations
International Traffic N/A passengers	 Domestic Traffic N/A passengers	International Cargo N/A metric tonnes	 Domestic Cargo N/A metric tonnes

VISION, STRATEGIES AND ACHIEVEMENTS

Due to the geographical location of Jebel, the planned upgrading of its airport to international standards will allow the facility to play a more significant role in the transport-logistic system of Turkmenistan. Situated near the Mollakara health resort and Avaza tourist zone, it will have an initial capacity of 100 passengers per hour.

Turkmenistan benefits from being in the Balkan Peninsula, an area with a plethora of raw materials and a thriving industrial cluster. The Jebel Airport is set to carry on the

Balkan legacy of innovative enterprise and will become an operational, distributional and trading hub. It will also facilitate the diversification of exports and tourism services.

The State intends to collaborate with ICAO to ensure that its aviation sector conforms to the Organization's Standards and Recommended Practices (SARPs) as it looks forward to introducing the global community to one more international airport on its territory.

* As this publication went to press, updated Air Transport Statistics from the State had not yet reached ICAO. Material from the previous edition of "ICAO STATES TODAY - 75 Years of Progress Since Chicago" was used instead.









Ukraine

Member State since 1992



www.avia.gov.ua | Email: vdz@avia.gov.ua



STATE FACTS & FIGURES

 Capital Kyiv	 Official Languages Ukrainian	 Currency hryvnia	 Area 603 700 Km²
 Population 44.4 million		 Gross Domestic Product (GDP) US\$ 153.9 billion US\$ 3 662 per capita	

AIR TRANSPORT STATISTICS*

19 International Airports	 9 Domestic Airports	30 National Airlines with International Services	 34 Foreign Airline Operations
International Traffic 18.4 million passengers	 Domestic Traffic N/A passengers	International Cargo 55 170 metric tonnes	 Domestic Cargo N/A metric tonnes

VISION, STRATEGIES AND ACHIEVEMENTS

Ukraine's recovery from the coronavirus disease (COVID-19) pandemic is promising with the country reaching 75 per cent of its 2019 traffic levels in 2021 and a further 30 per cent expected in 2022.

In spite of the severe damage to its civil aviation industry and infrastructure resulting from the war unleashed by Russia against Ukraine on 24 February 2022, the following goals have been set:

- Resumption of civil aviation operations as soon as possible under the "build back better" approach

- Encourage aviation enterprises to reduce their energy consumption through energy audits and environmental energy management
- Promote strict adherence to the Chicago Convention
- Continuous reduction of operational safety and security risks
- Develop and implement a national aviation safety plan
- Achieve an 85 per cent Effective Implementation (EI) level under the ICAO Universal Safety Oversight Audit Programme
- Develop a regulatory framework for unmanned aircraft vehicles

* As this publication went to press, updated Air Transport Statistics from the State had not yet reached ICAO. Material from the previous edition of "ICAO STATES TODAY - 75 Years of Progress Since Chicago" was used instead.



United Kingdom

Member State since 1947
www.caa.co.uk | Email: UK.DGCA@dft.gov.uk



Image not provided by the Member State. Source: [Gettyimages.ca](#)



Image not provided by the Member State. Source: [Shutterstock.com](#)

STATE FACTS & FIGURES

Capital London	Official Languages English	Currency pound sterling	Area 242 000 Km²
Population 66.8 million		Gross Domestic Product (GDP) US\$ 2.9 trillion US\$ 43 071 per capita	

AIR TRANSPORT STATISTICS

38 International Airports	9 Domestic Airports	26 National Airlines with International Services	212 Foreign Airline Operations
International Traffic 255.2 million passengers		Domestic Traffic 22.4 million passengers	International Cargo 2.6 million metric tonnes
		Domestic Cargo 153 000 metric tonnes	

VISION, STRATEGIES AND ACHIEVEMENTS

Recent government strategies related to the future of air transport in the United Kingdom of Great Britain and Northern Ireland:

- Jet Zero Strategy focuses on how net zero 2050 will be achieved and the work with industry on developing new low and zero-emission aviation technologies. (July 2022)
- Future of Flight strategic framework sets out how the UK can build back better after the coronavirus disease (COVID-19) pandemic, ensuring the aviation sector is modern, innovative and competitive. (May 2022)

- Aviation Consumer Policy Reform Consultation is designed to collect views of ways to bolster air passenger rights and support the industry to provide the best service possible for consumers as it rebuilds following COVID-19. (January 2022)
- 2025 UK Border Strategy sets out the vision for the border of the United Kingdom to be the most effective in the world. A border which embraces innovation, simplifies processes for traders and travellers, and improves the security and biosecurity of the United Kingdom. [2020]



Uzbekistan

Member State since 1992
<https://www.uzcaa.uz/en/> | Email: caa@uzcaa.uz



Image not provided by the Member State. Source: [Shutterstock.com](#)

STATE FACTS & FIGURES

Capital Tashkent	Official Languages Uzbek	Currency Uzbekistani sum	Area 447 400 Km²
Population 33.6 million		Gross Domestic Product (GDP) US\$ 59.9 billion US\$ 1 784 per capita	

AIR TRANSPORT STATISTICS*

11 International Airports	0 Domestic Airports	1 National Airlines with International Services	22 Foreign Airline Operations
International Traffic 2.6 million passengers		Domestic Traffic N/A passengers	International Cargo 30 699 metric tonnes
		Domestic Cargo N/A metric tonnes	



Image not provided by the Member State. Source: [Shutterstock.com](#)

* As this publication went to press, updated Air Transport Statistics from the State had not yet reached ICAO. Material from the previous edition of "ICAO STATES TODAY - 75 Years of Progress Since Chicago" was used instead.

Middle East



15 MEMBER STATES

Bahrain	Kuwait	Sudan
Egypt	Lebanon	Syrian Arab Republic
Iran (Islamic Republic of)	Libya	United Arab Emirates
Iraq	Oman	Yemen
Jordan	Qatar	
	Saudi Arabia	



MESSAGE FROM THE REGIONAL DIRECTOR **MR. MOHAMED ABU BAKER FAREA**

The 41st Session of the ICAO Assembly promises to be a most rewarding event as Member States chart the course for navigating the future of international civil aviation in a post coronavirus disease (COVID-19) context, in close collaboration with global and regional aviation organizations and concerned stakeholders.

While the unprecedented travel restrictions and border closings put in place to contain COVID-19 were largely successful, they posed unique and enormous challenges to the international aviation community for a dynamic and solid recovery from the pandemic.

In addressing these challenges, the ICAO MID Office established an open dialogue and active communications channels with the Member States in the region as well as international and regional bodies. The goal was to minimize the risks associated with the spread of COVID-19 by air travel and to protect the health of air travellers and aviation personnel.

In addition, the MID Office has been actively promoting the implementation of the CART (ICAO Council's Aviation Recovery Task Force) recommendations, monitoring the impact of COVID-19 and providing the necessary assistance to support Member States in managing the COVID-19 crisis, as always in a spirit of fruitful cooperation with all parties involved.

This is particularly important since the Middle East Region will be hosting one of the biggest sporting events in the world, the FIFA World Cup, to be held in Qatar from 20 November to 18 December 2022. Accordingly, the MID Office has created a specific task force involving all stakeholders to ensure a safe and efficient handling of the expected high volume of traffic generated by the Cup.

As Regional Director of the ICAO MID Office, I reiterate our long-standing commitment to work closely with our Member States to facilitate the implementation of ICAO policies, activities and programmes and to make every effort to reconnect the world after COVID-19.

I would like to take this opportunity to thank all our Member States for their remarkable cooperation in dealing with the COVID pandemic and to acknowledge the great support provided by the regional organization.



Bahrain

Member State since 1971
www.mtt.gov.bh | Email: pr@mtt.gov.bh



Egypt

Member State since 1947
www.civilaviation.gov.eg | Email: ecaa@civilaviation.gov.eg



STATE FACTS & FIGURES

Capital
Manama

Official Languages
Arabic

Currency
Bahraini dinar

Area
785 Km²

Population
1.6 million

Gross Domestic Product (GDP)
US\$ 38.7 billion | US\$ 23 552 per capita

STATE FACTS & FIGURES

Capital
Cairo

Official Languages
Arabic

Currency
Egyptian pound

Area
1 million Km²

Population
100.4 million

Gross Domestic Product (GDP)
US\$ 303 billion | US\$ 3 019 per capita

AIR TRANSPORT STATISTICS

1 International Airport

0 Domestic Airports

2 National Airlines with International Services

30 Foreign Airline Operations

International Traffic
3 million passengers

Domestic Traffic
N/A passengers

International Cargo
325 801 metric tonnes

Domestic Cargo
N/A metric tonnes

AIR TRANSPORT STATISTICS

18 International Airports

16 Domestic Airports

14 National Airlines with International Services

121 Foreign Airline Operations

International Traffic
502 093 passengers

Domestic Traffic
2 130 513 passengers

International Cargo
422 895 metric tonnes

Domestic Cargo
N/A metric tonnes

VISION, STRATEGIES AND ACHIEVEMENTS

Vision: The Ministry of Transportation and Telecommunications of Bahrain aims to build a fully integrated network covering air, land, sea and post, ensuring that infrastructure, regulations, human talent and technology combine to provide a network second to none.

Strategies: Bahrain aspires to shift from an economy based on oil to a productive, globally competitive economy, shaped by the government and driven by a pioneering private sector that embraces the principles of sustainability, competitiveness and fairness.

Achievements: Bahrain International Airport’s new passenger terminal, with a capacity of 14 million passengers, commenced operations in 2021. It marks a new era for Bahrain’s aviation sector. Bahrain also launched the fastest multimodal sea-air transshipment hub in the region, which capitalizes on Bahrain’s proximity to regional targets and strategic position midway between European and Asian markets.

VISION, STRATEGIES AND ACHIEVEMENTS

Vision:

- A discreet civil aviation sector on the world stage, and a pioneer in Africa and the Middle East, focused on safety as a top priority
- A contributor to the growth of the Egyptian economy and to the enhancement of human rights, providing prosperity for the Egyptian population

Mission:

- Ensure that the civil aviation sector is globally competitive by focusing on the fundamentals of quality, price, flexibility and on-time performance
- Keep pace with internal and external variables to guarantee customer satisfaction with the services provided
- Reach the civil aviation sector goals for sustainable development as detailed in the State public policy framework



Iran (Islamic Republic of)

Member State since 1950
https://caa.gov.ir/en/ | Email: pr@cao.ir



Image not provided by the Member State. Source: Shutterstock.com

STATE FACTS & FIGURES

Capital Tehran	Official Languages Persian (Farsi)	Currency rial	Area 1 648 195 Km ²
Population 83 million		Gross Domestic Product (GDP) US\$ 291 billion US\$ 3 514 per capita	

AIR TRANSPORT STATISTICS*

9 International Airports	73 Domestic Airports	16 National Airlines with International Services	41 Foreign Airline Operations
International Traffic 12.6 million passengers	Domestic Traffic N/A passengers	International Cargo 79 660 metric tonnes	Domestic Cargo N/A metric tonnes



Image not provided by the Member State. Source: istockphoto.com

* As this publication went to press, updated Air Transport Statistics from the State had not yet reached ICAO. Material from the previous edition of "ICAO STATES TODAY - 75 Years of Progress Since Chicago" was used instead.



Iraq

Member State since 1947
www.icaa.gov.iq | Email: dg@icaa.gov.iq



STATE FACTS & FIGURES

Capital Baghdad	Official Languages Arabic, Kurdish	Currency Iraqi dinar	Area 438 317 Km ²
Population 39.3 million		Gross Domestic Product (GDP) US\$ 233.6 billion US\$ 5 944 per capita	

AIR TRANSPORT STATISTICS*

6 International Airports	N/A Domestic Airports	7 National Airlines with International Services	11 Foreign Airline Operations
International Traffic 4.8 million passengers	Domestic Traffic N/A passengers	International Cargo 11 620 metric tonnes	Domestic Cargo N/A metric tonnes

VISION, STRATEGIES AND ACHIEVEMENTS

Air transport in Iraq is currently in a process of intense development. At this point in time progress is encouraging as the State strives to establish its leadership in the Middle East Region through proper planning and implementation. As it looks to the future, the following goals are central to its long-term vision:

- Provide the necessary facilities for air freight operations
- Put in place procedures for more easy and rapid transit
- Urge national stakeholders to activate commercial marketing policies
- Initiative feasibility studies for new routes

* As this publication went to press, updated Air Transport Statistics from the State had not yet reached ICAO. Material from the previous edition of "ICAO STATES TODAY - 75 Years of Progress Since Chicago" was used instead.



Jordan

Member State since 1947

www.carc | Email: Hadeel.Awaysheh@carc.gov.jo



Kuwait

Member State since 1960

www.dgca.gov.kw | Email: info@dgca.gov.kw



STATE FACTS & FIGURES

Capital Amman	Official Languages Arabic	Currency Jordanian dinar	Area 89 318 Km²
Population 10.1 million		Gross Domestic Product (GDP) US\$ 44.5 billion US\$ 11 408 per capita	

STATE FACTS & FIGURES

Capital Kuwait City	Official Languages Arabic	Currency Kuwait dinar	Area 17 818 Km²
Population 4.2 million		Gross Domestic Product (GDP) US\$ 136.2 billion US\$ 32 373 per capita	

AIR TRANSPORT STATISTICS

3 International Airports	N/A Domestic Airports	3 National Airlines with International Services	45 Foreign Airline Operations
International Traffic 9 157 739 passengers	Domestic Traffic 69 523 passengers	International Cargo 105 402 metric tonnes	Domestic Cargo N/A metric tonnes

AIR TRANSPORT STATISTICS

1 International Airport	N/A Domestic Airports	2 National Airlines with International Services	48 Foreign Airline Operations
International Traffic 15.4 million passengers	Domestic Traffic N/A passengers	International Cargo 243 442 metric tonnes	Domestic Cargo N/A metric tonnes

VISION, STRATEGIES AND ACHIEVEMENTS

The vision of the Civil Aviation Regulatory Commission (CARC) of Jordan: safe skies for all operators.

The mission of the CARC of Jordan: to promote Jordan's civil aviation safety, security and environmental regulatory compliance while ensuring the economic soundness of a liberalized industry.

The strategic plan of the CARC of Jordan:

1. Implement liberalization policies in the air transport sector which support national economic interests
2. Complete the regulatory framework of the sector

3. Enhance civil aviation safety and security standards
4. Strengthen the economic regulations of the sector
5. Provide access to information related to the civil aviation sector
6. Participate in environmental protection
7. Develop an air navigation services infrastructure
8. Raise Jordan's competitive position in the air navigation sector
9. Promote Jordan as a regional aviation training centre
10. Develop human resources and enhance performance levels of the CARC of Jordan

VISION, STRATEGIES AND ACHIEVEMENTS

The new terminal of Kuwait International Airport is being transformed by the airport's operator, the Directorate General of Civil Aviation (DGCA) of Kuwait, into an air hub in the Middle East and North Africa Region, with a capacity of 25 to 50 million passengers per year. It is anticipated to be completed in the year 2023, and will help expand the travel and tourism market in Kuwait.

In addition, the DGCA of Kuwait is developing other major projects in the civil aviation field, such as our

new Cargo City at Kuwait International Airport. Built on a surface area of three million square metres, it will be the biggest cargo city in the region. It will create numerous new opportunities for employment and increase the efficiency of operations, which will provide new and improved services for passengers and freight. It will also generate additional revenue for Kuwait, as it positions the State as a new major centre for air transport.



Lebanon

Member State since 1949
<https://www.dgca.gov.lb/index> | Email: dgca@beirutairport.gov.lb



Image not provided by the Member State. Source: Shutterstock.com

STATE FACTS & FIGURES

Capital Beirut	Official Languages Arabic, French	Currency Lebanese pound	Area 10 452 Km²
Population 6.9 million		Gross Domestic Product (GDP) US\$ 51.6 billion US\$ 7 527 per capita	

AIR TRANSPORT STATISTICS*

1 International Airport	0 Domestic Airports	2 National Airlines with International Services	62 Foreign Airline Operations
International Traffic 8.8 million passengers	Domestic Traffic N/A passengers	International Cargo 98 200 metric tonnes	Domestic Cargo N/A metric tonnes



Image not provided by the Member State. Source: Gettyimages.ca

* As this publication went to press, updated Air Transport Statistics from the State had not yet reached ICAO. Material from the previous edition of [“ICAO STATES TODAY – 75 Years of Progress Since Chicago”](#) was used instead.



Libya

Member State since 1953
<https://caa.gov.ly/en/> | Email: info@caa.gov.ly



Image not provided by the Member State. Source: Shutterstock.com

STATE FACTS & FIGURES

Capital Tripoli	Official Languages Arabic	Currency Libyan dinar	Area 1 665 000 Km²
Population 6.8 million		Gross Domestic Product (GDP) US\$ 69.2 billion US\$ 10 218 per capita	

AIR TRANSPORT STATISTICS*

9 International Airports	15 Domestic Airports	5 National Airlines with International Services	N/A Foreign Airline Operations
International Traffic 2.7 million passengers	Domestic Traffic N/A passengers	International Cargo N/A metric tonnes	Domestic Cargo N/A metric tonnes



Image not provided by the Member State. Source: Shutterstock.com

* As this publication went to press, updated Air Transport Statistics from the State had not yet reached ICAO. Material from the previous edition of [“ICAO STATES TODAY – 75 Years of Progress Since Chicago”](#) was used instead.



Oman

Member State since 1973

www.caa.gov.om | Email: customerservice@caa.gov.om



STATE FACTS & FIGURES

Capital
Muscat

Official Languages
Arabic

Currency
Omani rial

Area
309 500 Km²

Population
4.528 million

Gross Domestic Product (GDP)
US\$ 76.33 billion | US\$ 36 480 per capita

AIR TRANSPORT STATISTICS

2 International Airports

10 Domestic Airports

2 National Airlines with International Services

30 Foreign Airline Operations

International Traffic
17.751 million passengers

Domestic Traffic
1.365 million passengers

International Cargo
250 000 metric tonnes

Domestic Cargo
N/A metric tonnes

VISION, STRATEGIES AND ACHIEVEMENTS

Oman Vision 2040 is aimed at improving the aviation industry and strengthening the economy through sustainable development, a competitive economy, culture and creativity, and technology.

Oman expects significant growth in air traffic through tourism and cargo markets. It plans to meet this anticipated demand with investments in digital innovations and technologies that ensure safety and security, while safeguarding infrastructure, human capital and services. Boosting passenger

traffic and promoting economic development will be accomplished with new route options and multilateral “open skies” agreements.

Environmentally, managing carbon emissions from airports and airlines is crucial. Oman will strive for net-zero aviation emissions using innovative technologies and programmes such as solar power systems and building management techniques. Oman will also invest in green hydrogen production to create renewable, environmentally-friendly energy.



Qatar

Member State since 1971

<https://www.caa.gov.qa/en-us> | Email: caaqatar@caa.gov.qa



Image not provided by the Member State. Source: Shutterstock.com

STATE FACTS & FIGURES

Capital
Doha

Official Languages
Arabic

Currency
Qatari riyal

Area
11 610 Km²

Population
2.8 million

Gross Domestic Product (GDP)
US\$ 175.8 billion | US\$ 62 088 per capita

AIR TRANSPORT STATISTICS*

1 International Airport

0 Domestic Airports

1 National Airline with International Services

26 Foreign Airline Operations

International Traffic
34.5 million passengers

Domestic Traffic
N/A passengers

International Cargo
2.2 million metric tonnes

Domestic Cargo
N/A metric tonnes



Image not provided by the Member State. Source: Shutterstock.com

* As this publication went to press, updated Air Transport Statistics from the State had not yet reached ICAO. Material from the previous edition of “ICAO STATES TODAY – 75 Years of Progress Since Chicago” was used instead.









Saudi Arabia

Member State since 1962
<https://gaca.gov.sa/web/en-gb> | Email: gaca-info@gaca.gov.sa



Image not provided by the Member State. Source: Shutterstock.com

STATE FACTS & FIGURES

 Capital Riyadh	 Official Languages Arabic	 Currency Saudi Arabian riyal	 Area 2 000 000 Km²
 Population 34.3 million		 Gross Domestic Product (GDP) US\$ 803.6 billion US\$ 23 450 per capita	

AIR TRANSPORT STATISTICS*

13 International Airports	 15 Domestic Airports	4 National Airlines with International Services	 105 Foreign Airline Operations
International Traffic 49 million passengers	 Domestic Traffic N/A passengers	International Cargo 676 799 metric tonnes	 Domestic Cargo N/A metric tonnes



Image not provided by the Member State. Source: istockphoto.com

* As this publication went to press, updated Air Transport Statistics from the State had not yet reached ICAO. Material from the previous edition of [“ICAO STATES TODAY – 75 Years of Progress Since Chicago”](#) was used instead.









Sudan

Member State since 29 June 1956
www.website.com | Email: info@website.com



Image not provided by the Member State. Source: Shutterstock.com

STATE FACTS & FIGURES

 Capital Khartoum	 Official Languages Arabic and English	 Currency Sudanese pound	 Area 1 882 000 Km²
 Population 40 million		 Gross Domestic Product (GDP) US\$ 32.3 billion US\$ 755 per capita	

AIR TRANSPORT STATISTICS*

4 International Airports	 9 Domestic Airports	4 National Airlines with International Services	 21 Foreign Airline Operations
International Traffic 3.1 million passengers	 Domestic Traffic N/A passengers	International Cargo 31 279 metric tonnes	 Domestic Cargo N/A metric tonnes



Image not provided by the Member State. Source: Shutterstock.com

* As this publication went to press, updated Air Transport Statistics from the State had not yet reached ICAO. Material from the previous edition of [“ICAO STATES TODAY – 75 Years of Progress Since Chicago”](#) was used instead.









Syrian Arab Republic

Member State since 1949
<http://scaa.sy/> | Email: info@scaa.sy



Image not provided by the Member State. Source: Shutterstock.com

STATE FACTS & FIGURES

 Capital Damascus	 Official Languages Arabic	 Currency Syrian pound	 Area 183 630 Km²
 Population 17.1 million		 Gross Domestic Product (GDP) N/A	

AIR TRANSPORT STATISTICS*

3 International Airports	 2 Domestic Airports	N/A National Airlines with International Services	 N/A Foreign Airline Operations
International Traffic 537 628 passengers	 Domestic Traffic N/A passengers	International Cargo 1 836 metric tonnes	 Domestic Cargo N/A metric tonnes



Image not provided by the Member State. Source: Gettyimages.ca

* As this publication went to press, updated Air Transport Statistics from the State had not yet reached ICAO. Material from the previous edition of "ICAO STATES TODAY - 75 Years of Progress Since Chicago" was used instead.









United Arab Emirates

Member State since 1972
www.gcaa.gov.ae | Email: info@gcaa.gov.ae



STATE FACTS & FIGURES

 Capital Abu Dhabi	 Official Languages Arabic	 Currency UAE dirham	 Area 83 600 Km²
 Population 9.8 million		 Gross Domestic Product (GDP) US\$ 417.2 billion US\$ 42 701 per capita	

AIR TRANSPORT STATISTICS

8 International Airports	 2 Domestic Airports	4 National Airlines with International Services	 215 256 Foreign Airline Operations
International Traffic 138 million passengers	 Domestic Traffic N/A passengers	International Cargo 3.5 million metric tonnes	 Domestic Cargo N/A metric tonnes

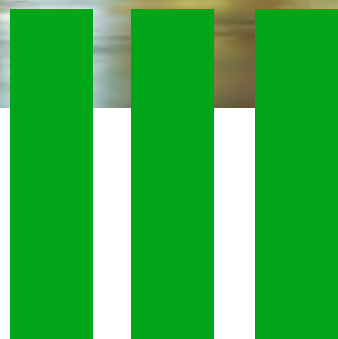
VISION, STRATEGIES AND ACHIEVEMENTS

In 2021, the United Arab Emirates launched the UAE Centennial 2071 project to make it the best country in the world by 2071. It consists of a full-vision government roadmap to fortify the reputation, economy and soft power of the United Arab Emirates. It will steer the nation's transformational growth by identifying needs and challenges, formulating strategies and plans and leveraging new opportunities.

The aviation sector will play a crucial role in UAE Centennial 2071. It currently contributes about 14 per

cent to the country's gross domestic product (GDP) and comprises six national carriers and eight international airports, advanced air navigation and maintenance facilities, and training and manufacturing organizations.

The strategic location of the United Arab Emirates makes it an ideal international hub for passenger and cargo traffic. The remarkable progress and high ranking against industry standards of the United Arab Emirates air transport sector, within a short period of time, bodes well for UAE Centennial 2071.



UAE STATE PROFILE

Fifty Years of Cooperation

In April 1972, the United Arab Emirates became a Member State of ICAO. This makes 2022 the Golden Jubilee of a significant event in our nation's history... a cornerstone in the evolution of the United Arab Emirates as a global powerhouse for air connectivity.

The United Arab Emirates has had a massive impact on the world aviation industry in its short 51-year statehood.

The United Arab Emirates and the future

The United Arab Emirates benefits from a strategic geographic location that contributes to making it a premier international hub for business travelers and tourists alike, as well as an attractive location for employment and the launch of businesses.

The United Arab Emirates firmly believes that compliance with the Chicago Convention and international air law instruments will result in efficient, adequate, safe and secure civil aviation systems all over the world. The United Arab Emirates tops the ICAO Universal Safety Oversight Audit Programme (USOAP) and Universal Security Audit Programme (USAP) rankings.

Over the past decades, the United Arab Emirates has extensively supported ICAO initiatives, during growth cycles and more challenging times, and has actively contributed to ICAO technical panels, in particular those related to maintaining aviation safety, security, and sustainability.

More recently, we have contributed to the work of the ICAO Council's Aviation Recovery Task Force (CART) and the MID Recovery Plan Task Force (RPTF) Platform relative to the coronavirus disease (COVID-19) pandemic, as well as to other initiatives led by international bodies.



50 years from now, the aviation industry will be very different in terms of sustainability, technology and innovation-driven growth. Civil aviation will play a major role in the United Arab Emirates 2071 plan as we envision the future of air transport centered around our net-zero emissions by 2050 initiative, new technologies and new methods of transportation such as Urban Air Mobility (UAM), Vertical Take-off and Landing (VTOL), Short Take-off and Landing (STOL), space vehicles, air transport by drones, as well as emerging markets, cargo transportation modalities and big data. All of this while keeping in mind an inclusive ecosystem that encompasses cooperation with universities in research and development efforts through the establishment of centres of excellence.

The United Arab Emirates will be also continuing its Audit Ready Programme to support ICAO's *No Country Left Behind* (NCLB) initiative and provide countries in need with technical assistance and training to enhance their aviation safety and security standards.



Yemen

Member State since 1964
<https://www.cama.gov.ye/> | Email: camair@cama.gov.ye



Image not provided by the Member State. Source: Shutterstock.com

STATE FACTS & FIGURES

Capital Sana'a	Official Languages Arabic	Currency rial	Area 527 829 Km²
Population 29.2 million		Gross Domestic Product (GDP) US\$ 21.9 billion US\$ 751 per capita	

AIR TRANSPORT STATISTICS*

8 International Airports	N/A Domestic Airports	2 National Airlines with International Services	12 Foreign Airline Operations
2.7 million passengers International Traffic	N/A Domestic Traffic	19 330 metric tonnes International Cargo	N/A Domestic Cargo



Image not provided by the Member State. Source: Gettyimages.ca

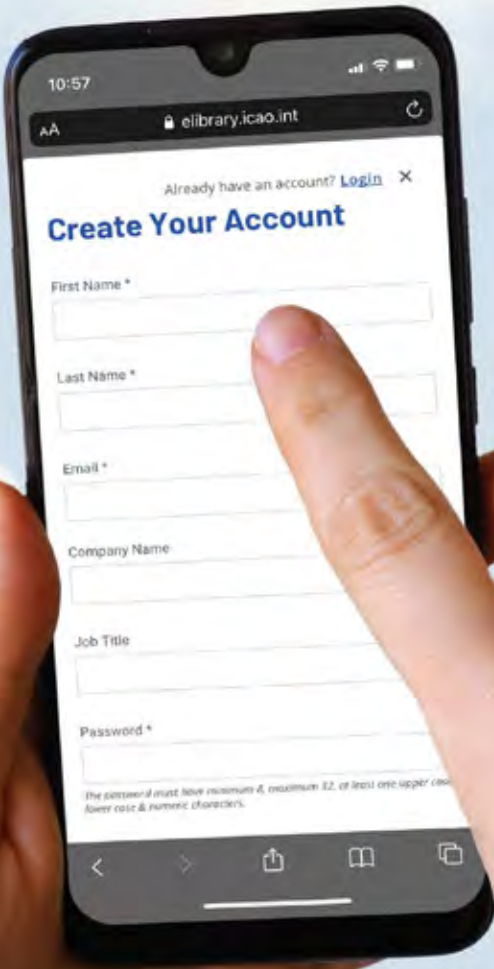
* As this publication went to press, updated Air Transport Statistics from the State had not yet reached ICAO. Material from the previous edition of "ICAO STATES TODAY - 75 Years of Progress Since Chicago" was used instead.

ELIBRARY



READ SELECTED ICAO PUBLICATIONS ONLINE FOR FREE

- Multilingual platform
- Personalized reading experience
- The latest selected ICAO publications



SIGN UP FOR FREE!
Scan the QR code to subscribe



North America, Central America and Caribbean



22 MEMBER STATES

Antigua and Barbuda	Dominica	Jamaica	Trinidad and Tobago
Bahamas	Dominican Republic	Mexico	United States
Barbados	El Salvador	Nicaragua	
Belize	Grenada	Saint Kitts and Nevis	
Canada	Guatemala	Saint Lucia	
Costa Rica	Haiti	Saint Vincent and the Grenadines	
Cuba	Honduras		



MESSAGE FROM THE REGIONAL DIRECTOR **MR. MELVIN CINTRON**

The North America, Central America and Caribbean (NACC) Regional Office was established in Mexico City in 1957. It is responsible for working closely with a diverse mix of 22 Contracting States and 19 Territories. These States have varied levels of infrastructure, and range from those with large and sophisticated global aviation systems and economies to developing States.

The International Civil Aviation Organization (ICAO) vision and mission is as relevant in the post-coronavirus disease (COVID-19) era as it was at the signing of the Chicago Convention in 1944. However, there must be a pre and post-COVID-19 ICAO. In a rapidly changed world with environmental concerns and technological advances and innovations, it can seem that tomorrow is already yesterday. This demands that we transform our forefathers' ICAO into an organization of future organizations.

Future generations will face a world with opportunities and challenges. We must prepare them to overcome a myriad emerging issues. By investing in youth, we will ensure that global connectivity and socioeconomic benefits are derived from a safe, secure, environmental and internationally compliant aviation system. Aviation feeds tourism, commerce and economic development, which provide better lives and opportunities for the citizens of our States. Through aviation, young men and women have a gateway to see and live a better future in a better world.

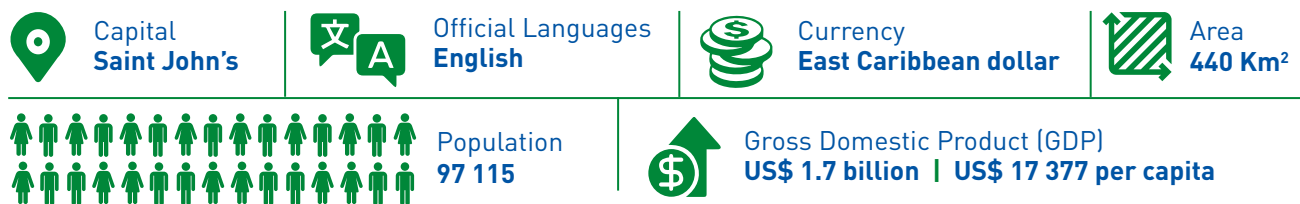


Antigua and Barbuda

Member State since 1981



STATE FACTS & FIGURES



AIR TRANSPORT STATISTICS*



VISION, STRATEGIES AND ACHIEVEMENTS

- The new V.C. Bird International Airport terminal building opened in 2015, doubling the capacity of the adjacent terminal. The ultra-modern facility houses new security screening systems, four jet bridges, 13 boarding gates, a First Class departure lounge that can accommodate up to 1 200 passengers, and several VIP Lounges, along with 46 check-in counters and 15 self-check kiosks. Free wi-fi and internet services are available. The airport is equipped with up-to-date passenger processing and monitoring facilities, flight information display systems and duty-free shopping units. Newly added features include two Forex

Cambios and Incoming Duty Free shopping. By year-end 2019, a landside food court will be introduced. In addition, we boast as being named the "Caribbean Airport of Year" by Caribbean Journal in 2018.

- VCBIA is the hub of regional carrier Leeward Island Air Transport 1974 Ltd. Other carriers include American Airlines, United Airlines, JetBlue Airways, Delta Airways, Air Canada, WestJet Airlines, British Airways, Virgin Atlantic, Thomas Cook, Alitalia and Condor

* As this publication went to press, updated Air Transport Statistics from the State had not yet reached ICAO. Material from the previous edition of "ICAO STATES TODAY - 75 Years of Progress Since Chicago" was used instead.



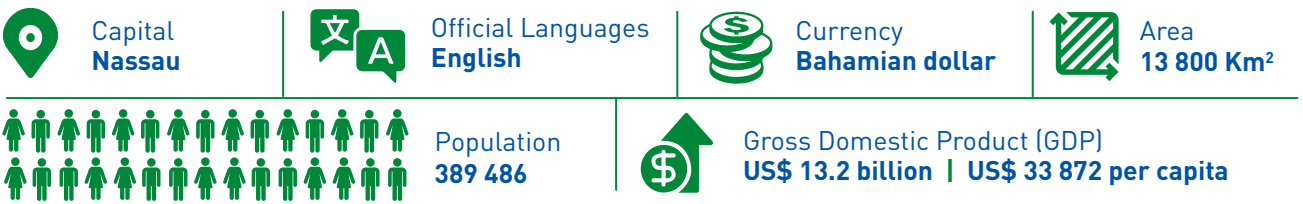
Bahamas

Member State since 1975

www.caabahamas.com | Email: directorgeneral@caabahamas.co



STATE FACTS & FIGURES



AIR TRANSPORT STATISTICS



VISION, STRATEGIES AND ACHIEVEMENTS

The Bahamas has seen its share of challenges in the field of aviation, as has the world, with the coronavirus disease (COVID-19) pandemic. However, the community persevered and is overcoming the effects this catastrophic event has had on the aviation industry and the Bahamas as a whole. During these past few years, the country has seen some changes in aviation, with the signing of a Memorandum of Understanding (MOU) with the United States of America, Federal Aviation Administration (FAA) regarding the management of its flight information region (FIR), search and rescue

and monetization of the airspace – a first in its history. This latest development has provided needed revenue to finance airspace operating costs and keep pace with technological advances in the provision of air navigation services. By utilizing part of this funding, the Bahamas will continue to increase its effective implementation audit levels through the provision of additional resources and training of its regulatory and industry personnel.



Barbados

Member State since 1967
Email: civil.aviation@barbados.gov.bb



Image not provided by the Member State. Source: [Shutterstock.com](https://www.shutterstock.com)

STATE FACTS & FIGURES

Capital Bridgetown	Official Languages English	Currency Barbados dollar	Area 430 Km²
Population 287 021		Gross Domestic Product (GDP) US\$ 5.3 billion US\$ 18 480 per capita	

AIR TRANSPORT STATISTICS*

1 International Airport	0 Domestic Airports	0 National Airlines with International Services	23 Foreign Airline Operations
International Traffic 2 million passengers	Domestic Traffic N/A passengers	International Cargo 16 000 metric tonnes	Domestic Cargo N/A metric tonnes



Image not provided by the Member State. Source: [istockphoto.com](https://www.istockphoto.com)

* As this publication went to press, updated Air Transport Statistics from the State had not yet reached ICAO. Material from the previous edition of [“ICAO STATES TODAY – 75 Years of Progress Since Chicago”](#) was used instead.



Belize

Member State since 1990
<https://civilaviation.gov.bz/>



Image not provided by the Member State. Source: [Shutterstock.com](https://www.shutterstock.com)

STATE FACTS & FIGURES

Capital Belmopan city	Official Languages English, Spanish	Currency Belize dollar	Area 22 810 Km²
Population 390 351		Gross Domestic Product (GDP) US\$ 2 billion US\$ 4 983 per capita	

AIR TRANSPORT STATISTICS*

1 International Airports	14 Domestic Airports	2 National Airlines with International Services	10 Foreign Airline Operations
International Traffic 856 324 passengers	Domestic Traffic N/A passengers	International Cargo 948 metric tonnes	Domestic Cargo N/A metric tonnes



Image not provided by the Member State. Source: [GettyImages.ca](https://www.gettyimages.ca)

* As this publication went to press, updated Air Transport Statistics from the State had not yet reached ICAO. Material from the previous edition of [“ICAO STATES TODAY – 75 Years of Progress Since Chicago”](#) was used instead.



Canada

Member State since 1946
www.tc.canada.ca/fr/aviation | Email: TC.InternationalAviation-AviationInternationale.TC@tc.gc.ca



Costa Rica

Member State since 1958
www.dgac.go.cr | Email: direcciongeneral@dgac.go.cr



STATE FACTS & FIGURES

Capital
Ottawa

Official Languages
English, French

Currency
Canadian dollar

Area
9 984 670 Km²

Population
37.6 million

Gross Domestic Product (GDP)
US\$ 1.7 trillion | US\$ 46 329 per capita

STATE FACTS & FIGURES

Capital
San José

Official Languages
Spanish

Currency
colón

Area
51 179 Km²

Population
5.5 million

Gross Domestic Product (GDP)
US\$ 64 billion | US\$ 12 694 per capita

AIR TRANSPORT STATISTICS

25 International Airports

307 Domestic Airports

8 National Airlines with International Services

71 Foreign Airline Operations

International Traffic
69.6 million passengers

Domestic Traffic
93.3 million passengers

International Cargo
784 056 metric tonnes

Domestic Cargo
592 969 metric tonnes

AIR TRANSPORT STATISTICS

4 International Airports

125 Domestic Airports

16 National Airlines with International Services

57 Foreign Airline Operations

International Traffic
3.7 million passengers

Domestic Traffic
182 631 passengers

International Cargo
5 708 metric tonnes

Domestic Cargo
N/A

VISION, STRATEGIES AND ACHIEVEMENTS

- Montréal has proudly hosted ICAO since its founding. In 2013, ICAO and Canada signed a new Supplementary Headquarters Agreement, in effect until 2036.
- With more than 37 000 civil aircraft and 73 000 licensed pilots, Canada has the second largest civil aircraft fleet and pilot population in the world.
- Under its Blue Sky Policy, Canada has concluded air transport agreements covering more than 100 countries.
- The Canadian aerospace industry ranks fourth globally in terms of civil aircraft production activity, being responsible for close to 206 800 jobs and CAD 23 billion in direct revenue in 2020.
- The Greater Montréal area hosts several major international aerospace organizations, including the International Air Transport Association and the Airports Council International.

VISION, STRATEGIES AND ACHIEVEMENTS

- Our vision:** Costa Rica ensures that its citizens fully enjoy the socio-economic benefits of an air transport system based on the highest operating standards and capable of delivering superior levels of safety, efficiency and sustainability.
- Our mission:** To plan, provide and regulate civil aviation services in a flexible and transparent manner, through an internationally-recognized aeronautical administration dedicated to the promotion of a safe, orderly, efficient and environmentally-friendly aeronautical sector that responds to the needs and interests of all of its users.
- Our guiding principles and values:** integrity, professionalism, innovation, commitment to environmental and social development, and customer service.



Cuba

Member State since 1949
www.iacc.gob.cu | Email:presidencia@iacc.avianet.cu



STATE FACTS & FIGURES

Capital
Havana

Official Languages
Spanish

Currency
Cuban peso

Area
109 884 Km²

Population
11.3 million

Gross Domestic Product (GDP)
US\$ 103.4 billion | US\$ 9 126 per capita

AIR TRANSPORT STATISTICS

10 International Airports

9 Domestic Airports

2 National Airlines with International Services

67 Foreign Airline Operations

International Traffic
4.2 million passengers

Domestic Traffic
1.5 million passengers

International Cargo
13 994 828 metric tonnes

Domestic Cargo
178 015 metric tonnes

VISION, STRATEGIES AND ACHIEVEMENTS

The coronavirus disease (COVID-19) pandemic has been detrimental to almost every economic sector in Cuba, and aviation and tourism are no exception. Although the country suffered a decrease in its air operations and tourism activities due to the pandemic, it has seen a gradual increase in the number of passengers and flights by international airlines to the island. Cuba continues to improve the infrastructure of its airports and air terminals to maintain its status as a regional leader in aviation

and operational safety. In the tourism sector, Cuba has the objective to increase hotel capacity to 95 000 rooms and welcome six million visitors by 2023. With a high rate of vaccination among its population, Cuba offers a healthy tourist experience highlighted by beautiful natural surroundings, rich heritage and world-class culture.



Dominica

Member State since 2019



Image not provided by the Member State. Source: Shutterstock.com

STATE FACTS & FIGURES

Capital
Roseau

Official Languages
English

Currency
East Caribbean dollar

Area
750 Km²

Population
71 808

Gross Domestic Product (GDP)
US\$ 611.5 million | US\$ 8 516 per capita

AIR TRANSPORT STATISTICS*

2 International Airports

0 Domestic Airports

0 National Airlines with International Services

9 Foreign Airline Operations

International Traffic
122 694 passengers

Domestic Traffic
N/A passengers

International Cargo
214 metric tonnes

Domestic Cargo
N/A metric tonnes



Image not provided by the Member State. Source: GettyImages.ca

* As this publication went to press, updated Air Transport Statistics from the State had not yet reached ICAO. Material from the previous edition of "ICAO STATES TODAY - 75 Years of Progress Since Chicago" was used instead.





Dominican Republic


Member State since 1946
www.idac.gob.do | Email: info@idac.gob.do





STATE FACTS & FIGURES


**Capital**
Santo Domingo

**Official Languages**
Spanish

**Currency**
Dominican peso

**Area**
48 670 Km²

**Population**
10.7 million


**Gross Domestic Product (GDP)**
US\$ 85.6 billion | US\$ 8 282 per capita


AIR TRANSPORT STATISTICS

8 International Airports


4 Domestic Airports

6 National Airlines with International Services

95 150 Foreign Airline Operations

International Traffic
10.8 million passengers

Domestic Traffic
19 951 passengers

International Cargo
97.3 million metric tonnes

Domestic Cargo
N/A metric tonnes

VISION, STRATEGIES AND ACHIEVEMENTS

Our vision at the Dominican Institute of Civil Aviation is to be recognized as an aeronautical authority of reference, both nationally and internationally, based on models of high efficiency and sustainable development. Our mission is to regulate, certify, monitor and provide air navigation services to the civil aviation sector by ensuring compliance with national and international safety standards. To fulfill our mission, we understand that the competence of our staff, the quality of our customer service,

our environmental performance and our focus on occupational health and safety are paramount. Therefore, we are committed to following all applicable legal regulations, overseeing all aspects of our aeronautical activities, focusing on accident prevention, making responsible use of natural resources and ensuring continuous improvement of our processes, with emphasis on quality and the adoption of practices that reflect our concern for social responsibility.





El Salvador


Member State since 1947
www.aac.gob.sv | Email: oir@aac.gob.sv





STATE FACTS & FIGURES


**Capital**
San Salvador

**Official Languages**
Spanish

**Currency**
colón, US dollar

**Area**
21 041 Km²

**Population**
6.5 million

**Gross Domestic Product (GDP)**
US\$ 26.9 billion | US\$ 4 168 per capita

AIR TRANSPORT STATISTICS

2 International Airports

N/A Domestic Airports

1 National Airline with International Services

16 Foreign Airline Operations

International Traffic
2.5 million passengers

Domestic Traffic
N/A passengers

International Cargo
25 865 metric tonnes

Domestic Cargo
N/A metric tonnes

VISION, STRATEGIES AND ACHIEVEMENTS

As an autonomous government institution, the Civil Aviation Authority (CAA) of El Salvador promotes the development of civil aviation by regulating, certifying and performing oversight of airline operations. Our main objective is operational safety, as defined by our “Safe Skies” motto. We are proud to have maintained our Category 1 ranking under the United States of America Federal Aviation Administration International Aviation Safety Assessment (IASA) Program. We comply with international standards

set by ICAO and diligently follow aviation rules and regulations. By integrating such a mandate into our strategic plan, we have been able to achieve substantial results that have enabled El Salvador’s aviation industry to become a benchmark at an international level. The CAA of El Salvador has recently certified a new national flag carrier, new foreign air operators, new training centers and new aeronautical maintenance organizations.



Grenada

Member State since 1981

www.eccaa.aero | Email: contact@eccaa.aero



Image not provided by the Member State. Source: [Shutterstock.com](https://www.shutterstock.com)



Image not provided by the Member State. Source: [Shutterstock.com](https://www.shutterstock.com)

STATE FACTS & FIGURES

Capital Saint George's	Official Languages English	Currency East Caribbean dollar	Area 344 Km²
Population 112 002		Gross Domestic Product (GDP) US\$ 1.2 billion US\$ 10 835 per capita	

AIR TRANSPORT STATISTICS

1 International Airport	N/A Domestic Airports	0 National Airlines with International Services	12 Foreign Airline Operations
International Traffic 447 522 passengers	Domestic Traffic N/A passengers	International Cargo 3 053 metric tonnes	Domestic Cargo N/A metric tonnes

VISION, STRATEGIES AND ACHIEVEMENTS

Pure Grenada, the Spice of the Caribbean, achieved a historic milestone in 2018 welcoming to its shores more than half a million visitors. Spread across key niche markets, the combined cruise, yachting and stay-over arrivals reached 528 077, a 12.9 per cent increase over 2017.

For the second straight year, the tri-island destination of Grenada, Carriacou, and Petite Martinique was named a Top-Rated Southern Caribbean Cruise Destination in Cruise Critic's third annual Cruisers' Choice Destination Awards. Pure

Grenada continues to undertake initiatives aimed at maintaining double-digit growth in passenger arrivals year over year.

The Maurice Bishop International Airport plans the following upgrades to support the growth in arrivals:

1. Resurfacing of the runway system and replacing runway lighting with renewable energy alternatives
2. Implementation of a new air traffic management system
3. Passenger terminal retrofitting
4. Construction of a purpose-built cargo facility



Guatemala

Member State since 1947

<https://www.dgac.gob.gt> | Email: francis.argueta@dgac.gob.gt



Harry Díaz - <https://www.flickr.com/photos/harrydiaz/>



Harry Díaz - <https://www.flickr.com/photos/harrydiaz/>

STATE FACTS & FIGURES

Capital Guatemala city	Official Languages Spanish	Currency quetzal	Area 108 889 Km²
Population 16.6 million		Gross Domestic Product (GDP) US\$ 77 billion US\$ 4 639 per capita	

AIR TRANSPORT STATISTICS*

2 International Airports	4 Domestic Airports	8 National Airlines with International Services	10 Foreign Airline Operations
International Traffic 1.1 million passengers	Domestic Traffic N/A passengers	International Cargo 124 564 metric tonnes	Domestic Cargo N/A metric tonnes

VISION, STRATEGIES AND ACHIEVEMENTS

Guatemala...the land of eternal spring and adventure!

Guatemala City, the largest and one of the most cosmopolitan urban centres in Central America, boasts modern convention centres, fine golf courses, well-equipped medical facilities, world-class shopping centres and various cultural attractions.

A striking contrast to the evocative remains of the ancient Mayan urbs, the rich colonial architecture and heritage in smaller cities and towns across the country, and the relaxing appeal of beach-side resorts.

Guatemala is also a land of cultural diversity. Descendants of the Maya still hold true to many of their traditions. While Spanish is the official language, 22 other recognized languages and their respective dialects are spoken.

For nature lovers, Guatemala proposes a unique blend of climates and geography with 22 volcanoes (three active), steep mountains, beautiful black sand beaches on the Pacific coast, gorgeous lakes and rivers, and emerald jungles.

* As this publication went to press, updated Air Transport Statistics from the State had not yet reached ICAO. Material from the previous edition of "ICAO STATES TODAY - 75 Years of Progress Since Chicago" was used instead.



Haiti

Member State since 1948
<https://ofnac.gouv.ht/>



Image not provided by the Member State. Source: Shutterstock.com

STATE FACTS & FIGURES

Capital Port-au-Prince	Official Languages French, Creole	Currency gourde	Area 27 500 Km²
Population 11.3 million		Gross Domestic Product (GDP) US\$ 14.8 billion US\$ 1 313 per capita	

AIR TRANSPORT STATISTICS*

2 International Airports	3 Domestic Airports	1 National Airline with International Services	21 Foreign Airline Operations
International Traffic 1.3 million passengers	Domestic Traffic N/A passengers	International Cargo 7 717 metric tonnes	Domestic Cargo N/A metric tonnes



Image not provided by the Member State. Source: istockphoto.com

* As this publication went to press, updated Air Transport Statistics from the State had not yet reached ICAO. Material from the previous edition of "ICAO STATES TODAY - 75 Years of Progress Since Chicago" was used instead.



Honduras

Member State since 1953
www.ahac.gob.hn | Email: direccion@ahac.gob.hn



STATE FACTS & FIGURES

Capital Tegucigalpa	Official Languages Spanish	Currency Honduran lempira	Area 112 492 Km²
Population 9.7 million		Gross Domestic Product (GDP) US\$ 25 billion US\$ 2 574 per capita	

AIR TRANSPORT STATISTICS

4 International Airports	143 Domestic Airports	3 National Airlines with International Services	12 Foreign Airline Operations
International Traffic 1 603 841 passengers	Domestic Traffic 330 253 passengers	International Cargo 39 680 metric tonnes	Domestic Cargo 27 310 metric tonnes

VISION, STRATEGIES AND ACHIEVEMENTS

Our vision is to be a leading institution in civil aviation by implementing state-of-the-art technology, forming strategic alliances, generating innovative policies and developing effective operational safety processes. We are committed to building upon Honduran air transport policy and enabling the growth of our aviation sector by complying with ICAO operational safety standards.



Jamaica

Member State since 1963
www.jcaa.gov.jm | Email: info@jcaa.gov.jm

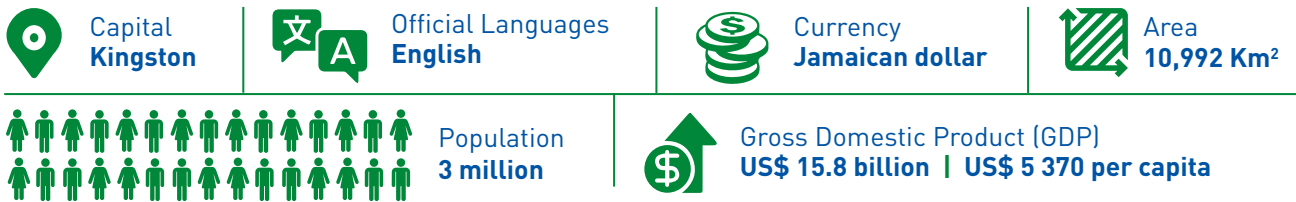


The Air Traffic Control Tower at the Norman Manley International Airport in Kingston



A panoramic view of the Sangster International Airport in Montego Bay, St. James

STATE FACTS & FIGURES



AIR TRANSPORT STATISTICS



VISION, STRATEGIES AND ACHIEVEMENTS

Vision
As pillar of its National Development Plan, Jamaica will develop and maintain high-quality domestic and international air transport infrastructure and services.

Strategy
Jamaica will leverage the integration of new technologies, practices and procedures to improve safety and optimize performance. Jamaica is committed to maintaining a highly skilled and qualified aviation workforce. Other goals include driving safety, security and efficiency efforts to improve our aviation infrastructure, promoting growth in the air transport industry and fostering sustainability, resilience and environmental protection.

Achievements
1. Following the installation of a new Doppler Very High Frequency Omni Range (DVOR) at the Norman Manley International Airport (NMIA), activities are being coordinated to complete the replacement of the DVOR at the Sangster International Airport (SIA).
2. The implementation of ATS-Interfacility Data Communication (AIDC) has been advanced with the installation of new AIDC software at the Jamaica Civil Aviation Authority (JCAA). Testing is to begin with adjacent states and a system implementation plan is being developed in collaboration with the International Civil Aviation Authority (ICAO).



Mexico

Member State since 1946
www.gob.mx/afac

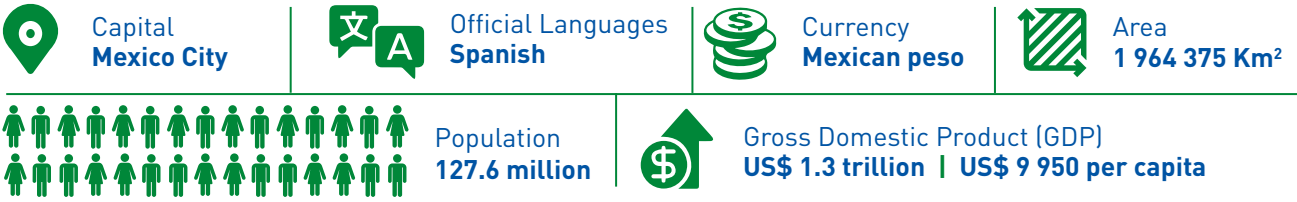


Day of the Dead Festivity



Felipe Ángeles International Airport

STATE FACTS & FIGURES



AIR TRANSPORT STATISTICS



VISION, STRATEGIES AND ACHIEVEMENTS

Mexico is a key player in the development of Latin American aviation, and remains a strategic point of connectivity for the transfer of people and goods around the world. In fact, the country ranks third in international tourists and is an established development pole for the aerospace industry. In 2019, in accordance with international best practice, the Federal Civil Aviation Agency (AFAC) of Mexico was created as an autonomous aeronautical authority with a mandate to strengthen

the regulatory function of the sector. On 21 March 2022, the Felipe Ángeles International Airport began operations in order to help meet the growing demand for air transport services in the centrally located Valley of Mexico. With historic sites, extensive cultural diversity and a wide range of tourist and gastronomic offerings, Mexico is a wonderful place to visit and discover.



Nicaragua

Member State since 1945
www.inac.gob.ni | Email: dg@inac.gob.ni



STATE FACTS & FIGURES

Capital
Managua

Official Languages
Spanish

Currency
córdoba

Area
130 370 Km²

Population
6.5 million

Gross Domestic Product (GDP)
USD 12.6 billion | US\$ 1 195 per capita

AIR TRANSPORT STATISTICS

1 International Airport

11 Domestic Airports

1 National Airline with International Services

13 Foreign Airline Operations

International Traffic
1.5 million passengers

Domestic Traffic
97 269 passengers

International Cargo
30 842 metric tonnes

Domestic Cargo
61 metric tonnes

VISION, STRATEGIES AND ACHIEVEMENTS

As with most other countries around the world, Nicaragua’s aeronautical activities were severely affected by the coronavirus disease (COVID-19) pandemic over the past two years. In the face of enormous challenges, the country is proud that it never closed its borders or paralysed its economic activities. From the very beginning, Nicaragua promoted itself as a safe destination for tourism and business travel. This approach proved effective and will shape the development of strategies

and programmes designed to ensure the prompt recovery and normalization of air transport activities within Nicaragua and the rest of the world.



Saint Kitts and Nevis

Member State since 2002
<https://www.civilaviation.kn/> | Email: civilaviation@gov.kn



Image not provided by the Member State. Source: Shutterstock.com

STATE FACTS & FIGURES

Capital
Basseterre

Official Languages
English

Currency
East Caribbean dollar

Area
260 Km²

Population
52 834

Gross Domestic Product (GDP)
US\$ 1.2 billion | US\$ 22 048 per capita

AIR TRANSPORT STATISTICS*

2 International Airports

N/A Domestic Airports

N/A National Airlines with International Services

2 Foreign Airline Operations

International Traffic
312 810 passengers

Domestic Traffic
N/A passengers

International Cargo
N/A metric tonnes

Domestic Cargo
N/A metric tonnes



Image not provided by the Member State. Source: istockphoto.com

* As this publication went to press, updated Air Transport Statistics from the State had not yet reached ICAO. Material from the previous edition of “ICAO STATES TODAY – 75 Years of Progress Since Chicago” was used instead.



Saint Lucia

Member State since 1979
www.eccaa.aero | Email: contact@eccaa.aero

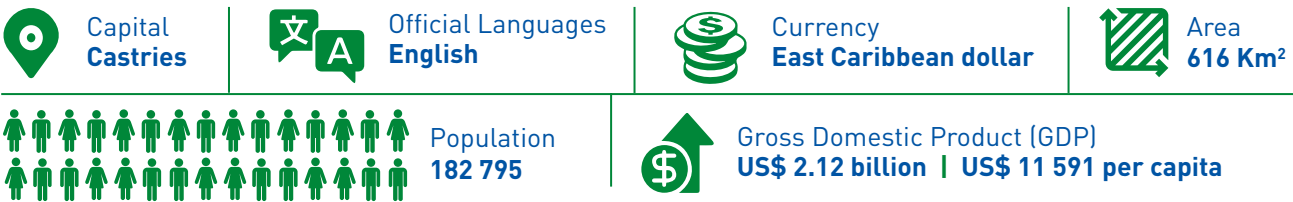


World Heritage Site The Majestic Twin Pitons of Saint Lucia

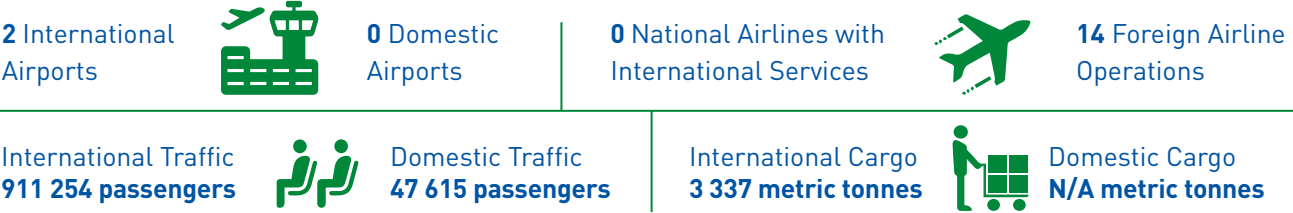


Hewanorra International Airport

STATE FACTS & FIGURES



AIR TRANSPORT STATISTICS



VISION, STRATEGIES AND ACHIEVEMENTS

The Government of Saint Lucia, through the Saint Lucia Air and Sea Port Authority (SLASPA), is investing US\$ 175 million to secure Saint Lucia's position as an aviation leader in the Caribbean with the redevelopment of the Hewanorra International Airport (HIA).

The Airport is a major component of Saint Lucia's tourism infrastructure and will feature a new state-of-the-art facility designed to completely transform and modernize the customer experience.

The 30-month undertaking was to be finished by 2021 and serve the nation for well over 30 years. Construction has been delayed yet the project is ongoing. Once completed, the new HIA is expected to complement future tourism-related developments.



Saint Vincent and the Grenadines

Member State since 1983 • www.eccaa.aero | Email: contact@eccaa.aero

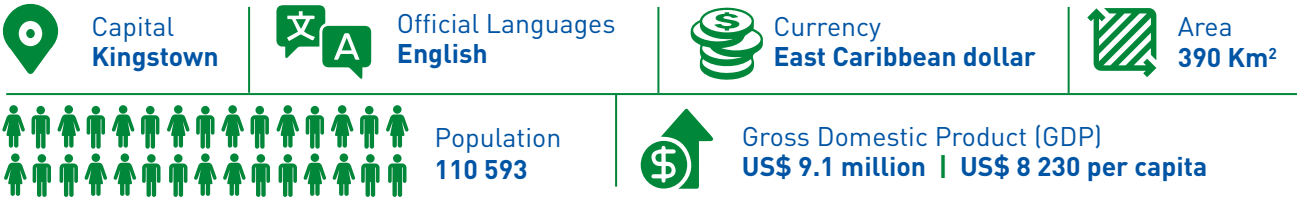


Tobago Cays are five small cays in the Tobago Cays Marine Park that offer amazing sailing and diving waters.

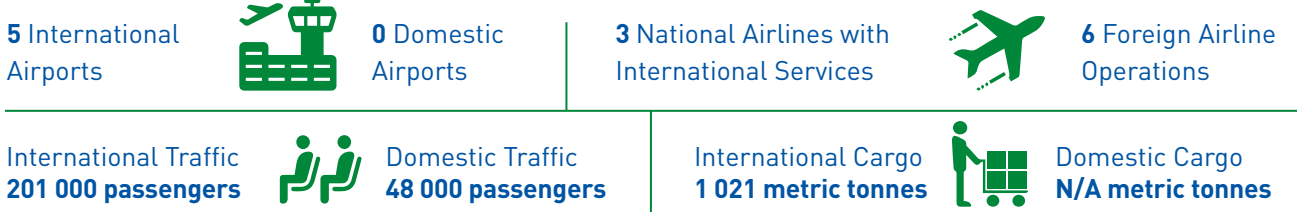


Argyle International Airport Terminals

STATE FACTS & FIGURES



AIR TRANSPORT STATISTICS



VISION, STRATEGIES AND ACHIEVEMENTS

Saint Vincent and the Grenadines has undertaken a number of major initiatives to enhance aviation safety and security, in support of the overall development of the country and of the tourism industry in particular. These include:

- Ongoing upgrading and modernization of the air transport infrastructure with a special focus on air navigation services
- With all air traffic controllers licensed in keeping with regulations in place, work continues on

developing manuals and training of management and senior staff in order to strengthen internal capacity

- Continue to offer guidance to Argyle International Airport management to ensure greater safety and efficiency of operations
- Collaborate with the Eastern Caribbean Civil Aviation Authority (ECCAA) in addressing gaps related to aviation legislation and other areas with the objective of regaining Category 1 status




Trinidad and Tobago


Member State since 1963
<https://caa.gov.tt/> | Email: ttcaaf@caa.gov.tt




STATE FACTS & FIGURES




Capital
Port of Spain




Official Languages
English




Currency
Trinidad and Tobago dollar



Area
5 130 Km²



Population
1.4 million



Gross Domestic Product (GDP)
US\$ 23.4 billion | US\$ 17 123 per capita

AIR TRANSPORT STATISTICS*

2 International Airports



0 Domestic Airports



2 National Airlines with International Services



38 Foreign Airline Operations



International Traffic
2.04 million passengers



Domestic Traffic
N/A passengers



International Cargo
28 258 metric tonnes



Domestic Cargo
N/A metric tonnes



VISION, STRATEGIES AND ACHIEVEMENTS

Vision: To be a global leader in the sustainable development of civil aviation.

Strategic Objectives:

1. Maintain a strong safety and security oversight system
2. Maintain the provision of effective air navigation services within the Piarco Flight Information Region
3. Facilitate the economic development of the air transport industry
4. Improve and maintain the integrity of all systems and infrastructure

* As this publication went to press, updated Air Transport Statistics from the State had not yet reached ICAO. Material from the previous edition of "ICAO STATES TODAY - 75 Years of Progress Since Chicago" was used instead.




United States


Member State since 1946
www.faa.gov




STATE FACTS & FIGURES




Capital
Washington, D.C.




Official Languages
English




Currency
United States dollar



Area
9.2 million Km²



Population
328.2 million




Gross Domestic Product (GDP)
US\$ 21.4 trillion | US\$ 43 071 per capita

AIR TRANSPORT STATISTICS*


394 International Airports




19 601 Domestic Airports




24 National Airlines with International Services




130 Foreign Airline Operations




International Traffic
233.6 million passengers




Domestic Traffic
N/A passengers



International Cargo
10.2 million metric tonnes



Domestic Cargo
N/A metric tonnes



VISION, STRATEGIES AND ACHIEVEMENTS

Committed to sustaining the highest achievable level of safety, security and efficiency for international civil aviation, the United States of America is building a strong future through international cooperation, education and innovation. The efforts of the United States of America to modernize the global aviation system and improve coordination of air traffic control systems result in increased safety, security and sustainability for international flights. The United States of America provides significant contributions for aviation capacity

building initiatives, as well as training and subject matter expertise to authorities around the world. The United States of America strongly supports ICAO's environment and climate ambitions by providing considerable technical resources to ICAO Council's Committee on Aviation Environmental Protection (CAEP) and the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA). The United States of America leads ICAO's efforts to facilitate safe, secure and resilient recovery after the coronavirus disease pandemic.

* As this publication went to press, updated Air Transport Statistics from the State had not yet reached ICAO. Material from the previous edition of "ICAO STATES TODAY - 75 Years of Progress Since Chicago" was used instead.

South America



13 MEMBER STATES

Argentina	Colombia	Peru
Bolivia (Plurinational State of)	Ecuador	Suriname
Brazil	Guyana	Uruguay
Chile	Panama	Venezuela (Bolivarian Republic of)
	Paraguay	



MESSAGE FROM THE REGIONAL DIRECTOR **MR. FABIO RAHNEMAY RABBANI**

Established in 1948, the South American (SAM) Regional Office is located in Lima and serves 13 Member States and one Territory, an area stretching from Panama to Cape Horn. The diverse South American landscape comprises deserts, jungles, savannas, coasts and mountainous regions, making aviation an essential instrument of connectivity and social and economic development.

After years of unprecedented growth, the Region has coalesced into a model of collaboration through the establishment of regional cooperation projects in matters of safety and air navigation.

The regional response to the coronavirus disease (COVID-19) pandemic exemplifies the strong collaborative spirit and level of engagement among all SAM stakeholders involved in ensuring that aviation in South America remains safe and secure during the coronavirus recovery period. An agile and concerted response meant adjusting and complying with international provisions while contributing to the delivery of goods and vaccines and facilitating the repatriation of nationals. According to ICAO, South America is one of the leading regions in the world in terms of returning to 2019 figures for air traffic operations.

The significant economic impact of the pandemic on governments and industry demands that all parties seize the opportunities of this attractive region, where business and leisure sectors can benefit from rich ecosystems and cultures. A robust civil aviation regulatory framework, with a healthy and transparent relationship between regulators and operators, will not only ensure a reliable aviation system but also will make investments more attractive and help promote market growth. In order to do so, the Region must continue to foster innovation in both industry development and in State policies.

Each team member of the ICAO SAM Regional Office is committed to promoting such a vision under the ICAO Strategic Objectives and to supporting the Member States in meeting the targets of the ICAO global and regional plans. With a high level of engagement, the SAM Region, together with the other ICAO Regions, is looking forward to building a more resilient and sustainable air transport system to unite the peoples of the world.



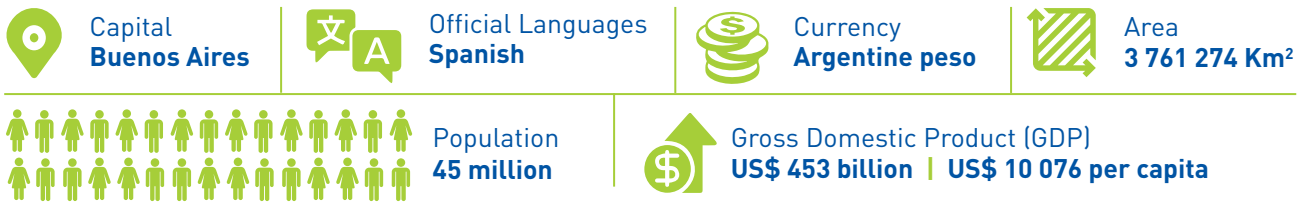
Argentina

Member State since 1946

www.argentina.gob.ar/anac | Email: info@anac.gob.ar



STATE FACTS & FIGURES



AIR TRANSPORT STATISTICS



VISION, STRATEGIES AND ACHIEVEMENTS

The National Civil Aviation Administration (ANAC), the highest aeronautical authority in Argentina, is responsible for overseeing and controlling the aeronautical activity in our country.

ANAC supports the healthy growth of the sector, notably through the systematic application and continuous refinement of a multi-faceted aviation safety plan, based on national and international safety standards.

Maximizing safety and security is the top priority of ANAC, achieved in large part by maintaining an active

oversight infrastructure throughout its air transport system, in order to ensure compliance with standards, mitigate risks, adapt its training programmes and improve efficiency overall.

ANAC relies on a specialized commercial and general aviation inspection body that permanently contributes to updating national regulations, in line with the international regulatory framework, to ensure the integrity and growth of Argentine aviation.



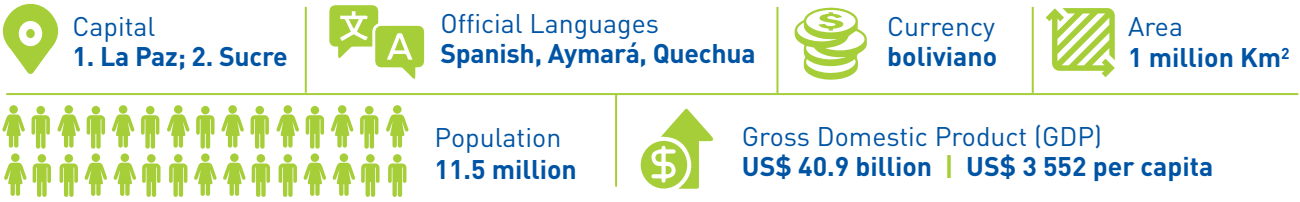
Bolivia (Plurinational State of)

Member State since 1947

www.dgac.gob.bo | Email: dgacbol@dgac.gob.bo



STATE FACTS & FIGURES



AIR TRANSPORT STATISTICS*



VISION, STRATEGIES AND ACHIEVEMENTS

Vision: The Civil Aviation Authority (CAA) of Bolivia is strongly committed to high safety and security standards and to efficiently manage civil aeronautical activity for the benefit of Bolivian society.

In keeping with this pledge, Bolivia most recently achieved a 78 per cent Effective Implementation (EI) score in ICAO's Universal Safety Oversight Audit Programme (USOAP). This rate of implementation surpassed the previous audit results.

Mission: The CAA of Bolivia intends to maintain high levels of operational safety in order to contribute to the sustainable development of the country as a whole. It will do so through appropriate planning, regulation and supervision of the operational and technical activities of Bolivian civil aeronautics within the framework of the Constitution, laws, international agreements, regulations and relevant plans and local policies.

* As this publication went to press, updated Air Transport Statistics from the State had not yet reached ICAO. Material from the previous edition of "ICAO STATES TODAY - 75 Years of Progress Since Chicago" was used instead.



Brazil

Member State since 1946
www.gov.br/anac | Email: asint@anac.gov.br

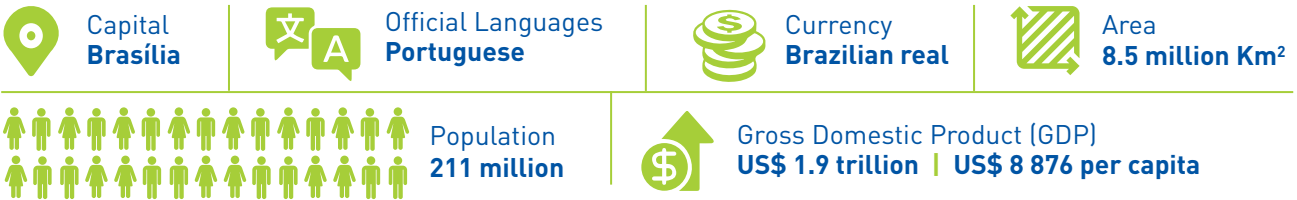


Mountain and valley in Chapada Diamantina National Park, Bahia



Airplane before landing at Santos Dumont Airport, in Rio de Janeiro

STATE FACTS & FIGURES



AIR TRANSPORT STATISTICS



VISION, STRATEGIES AND ACHIEVEMENTS

Brazil is continually striving to ensure the safety and the security of its civil aviation and to improve the quality of its aeronautical services in order to foster a competitive marketplace.

Some of its current strategies are based on smart regulation, airport concessions and reducing bureaucracy through a programme aimed at reducing barriers to entry and costs. Moreover, Brazil has updated a number of rules and regulations in accordance with international practices.

In addition, since 2011, 44 airports were divested to the private sector. This divestment has attracted investments to expand and develop Brazilian airport infrastructure.



Chile

Member State since 1947
www.dgac.gob.cl | Email: rai@dgac.gob.cl

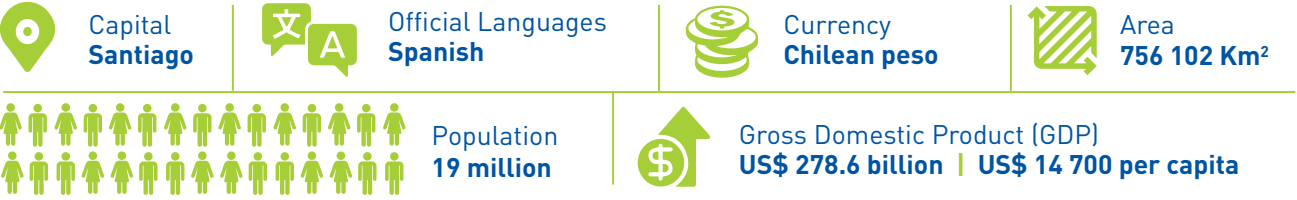


Coyhaique Airport, South of Chile



Arturo Merino Benítez International Airport

STATE FACTS & FIGURES



AIR TRANSPORT STATISTICS



VISION, STRATEGIES AND ACHIEVEMENTS

The Civil Aviation Authority (CAA) of Chile regulates and supervises aviation activity within the airspace under its control and by its airlines abroad, develops the required infrastructure and strives for optimum performance in aviation safety and security, air navigation and meteorology services, in order to manage the aeronautical system in a safe and efficient manner.

Its vision is of excellence as a public service, capable of anticipating changes in the industry

and guaranteeing conditions for the safe, efficient and sustainable development of the country's aeronautical activities.

Chile's commercial air policy is designed to support an air transport system that contributes to the social and economic development of the country by making widely accessible efficient, competitive, safe and quality air services. Chile strongly supports ICAO's long-term vision and the liberalization of air transport.



Colombia

Member State since 1947
www.aerocivil.gov.co | Email: direccion.general@aerocivil.gov.co



STATE FACTS & FIGURES

Capital
Bogotá

Official Languages
Spanish

Currency
Colombian peso

Area
1 141 748 million Km²

Population
50.3 million

Gross Domestic Product (GDP)
US\$ 323.1 billion | US\$ 6 419 per capita

AIR TRANSPORT STATISTICS

14 International Airports

278 Domestic Airports

4 National Airlines with International Services

53 973 Foreign Airline Operations

International Traffic
14.2 million passengers

Domestic Traffic
27 million passengers

International Cargo
640 404 metric tonnes

Domestic Cargo
184 016 metric tonnes

VISION, STRATEGIES AND ACHIEVEMENTS

In 21 regional airports, Automated Weather Observing Systems (AWOS), wind systems, Runway Visual Range (RVR) equipment and nephobasimeters were installed. This will provide meteorological information from these distant airports located in tropical jungle regions on the Pacific and Atlantic coasts of Colombia. Once collected, the data is integrated into the operational platform systems of the National Centre for Aeronautical Meteorological Forecasts (CNAP) of the Bogotá control centre to

generate visual representations via the Aerocivil website. The resulting automatic meteorological reports will support the provision of optimal air navigation services.

In addition to this, the 2030 Strategic Aeronautical Plan raises the challenge of transporting 100 million passengers and doubling cargo shipments, which aligns with ICAO expectations for the sustainability of air transport in the South American Region.



Ecuador

Member State since 1954
www.aviacioncivil.gob.ec | Email: info@aviacioncivil.gob.ec



STATE FACTS & FIGURES

Capital
Quito

Official Languages
Spanish

Currency
United States dollar

Area
283 560 Km²

Population
17.4 million

Gross Domestic Product (GDP)
US\$ 108.1 billion | US\$ 6 223 per capita

AIR TRANSPORT STATISTICS

4 International Airports

16 Domestic Airports

4 National Airlines with International Services

15 636 Foreign Airline Operations

International Traffic
4.4 million passengers

Domestic Traffic
3 million passengers

International Cargo
267 209 metric tonnes

Domestic Cargo
10 857 metric tonnes

VISION, STRATEGIES AND ACHIEVEMENTS

To be a strategic, innovative and efficient air transport administration and a facilitator of aeronautical activities that quickly adapts to the ever-changing winds of world aeronautics in a safe and sustainable manner. In order to achieve its aims of being a regional reference, five strategic objectives were set for the Directorate General of Civil Aviation (DGCA) of Ecuador for the 2021-2025 period:

- To increase its regulatory capabilities relative to safety goals
- To increase controls at its disposal in regards to safety and facilitation

- To increase the efficiency and quality of activities and services it provides
- To strengthen its institutional capabilities
- To increase revenues through efficient charging of relevant fees
- Ecuador has 20 airports, some of which have received international accolades and distinctions in their respective categories in the South American Region. A trademark of Ecuadorian civil aviation is its operational safety record, as Ecuador has recorded no accidents over the past ten years.



Guyana

Member State since 1967

www.gcaa-gy.org | Email: director-general@gcaa-gy.org



Georgetown Coastline



Cheddi Jagan International Airport

STATE FACTS & FIGURES

Capital Georgetown	Official Languages English	Currency Guyana dollar	Area 214 970 Km²
Population 782 776		Gross Domestic Product (GDP) US\$ 5.2 billion US\$ 6 610 per capita	

AIR TRANSPORT STATISTICS

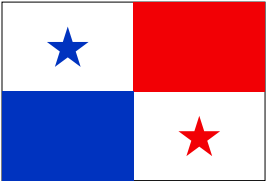
2 International Airports	122 Domestic Airports	2 National Airlines with International Services	10 Foreign Airline Operations
International Traffic 751 631 passengers	Domestic Traffic 224 881 passengers	International Cargo 8 629 metric tonnes	Domestic Cargo 8 981 metric tonnes

VISION, STRATEGIES AND ACHIEVEMENTS

The vision for aviation in Guyana has always been to continuously move towards a system that is compliant with international standards to enable safe, secure and sustainable air transport for the socio-economic benefit of all. Faced with the challenges created by the coronavirus disease (COVID-19) pandemic, Guyana took a resolute approach to overcoming the hurdles presented. The future of aviation in Guyana is now more promising than ever.

Guyana's position as an oil and gas producer has helped the State to further invest in the aviation

industry and to establish the country as a regional and international hub for travel. Foreign investment continues to facilitate both an influx of resident foreign workers and growing offshore helicopter operations. The smaller Eugene F. Correia International Airport remains one of the busiest domestic hubs in the Caribbean and is the centre of oil and gas aviation support activities. Guyana continues its infrastructure and regulatory expansion.



Panama

Member State since 1960

www.aeronautica.gob.pa



STATE FACTS & FIGURES

Capital Panama City	Official Languages Spanish	Currency balboa	Area 75 517 Km²
Population 4.2 million		Gross Domestic Product (GDP) US\$ 67 billion US\$ 15 774 per capita	

AIR TRANSPORT STATISTICS

6 International Airports	67 Domestic Airports	4 National Airlines with International Services	39 Foreign Airline Operations
International Traffic 10.5 million passengers	Domestic Traffic 242 243 passengers	International Cargo 108 113 metric tonnes	Domestic Cargo N/A metric tonnes

VISION, STRATEGIES AND ACHIEVEMENTS

With the new Tocumen International Airport expansion, Panama reaffirms its commitment to become a passenger and cargo hub of South America. Tocumen International Airport will have the capacity to handle 25 million passengers annually, representing 70 per cent more passengers than Panama Airport Terminal 1. Additionally, in the cargo logistics area, the country will handle 40 per cent more volume than in 2020 and 2021. This reflects Panama's objective to become the main cargo logistics hub on the continent.



Paraguay

Member State since 1946

www.dinac.gov.py | Email: presidente@dinac.gov.py

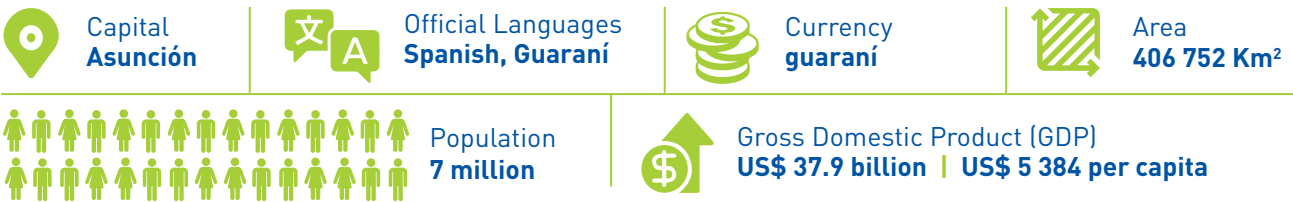


Asunción's Silvio Pettirossi International Airport (AISP)



Asunción's Silvio Pettirossi International Airport (AISP)

STATE FACTS & FIGURES



AIR TRANSPORT STATISTICS



VISION, STRATEGIES AND ACHIEVEMENTS

Vision: The National Directorate of Civil Aviation (DINAC) of Paraguay oversees the safe, orderly, regular, efficient and sustainable development of civil aviation, meteorology and hydrology.

Strategic Objectives for the 2019 to 2023 period:

- Strengthen civil aviation surveillance systems and improve air connectivity and environmental protection
- Enhance airport and air navigation management and infrastructure
- Optimize the provision of meteorological, climate and hydrological services

Achievements: As part of the DINAC modernization plan, major improvements to the Silvio Pettirossi International Airport infrastructure are scheduled including an extension of the north terminal with an estimated capacity of two million passengers, construction of a new platform for better manoeuvring and aircraft parking and repairs to the main runway.

An agreement was signed with the Korea International Cooperation Agency (KOICA) to strengthen professional capacities and infrastructure, a US\$ 12.5 million investment



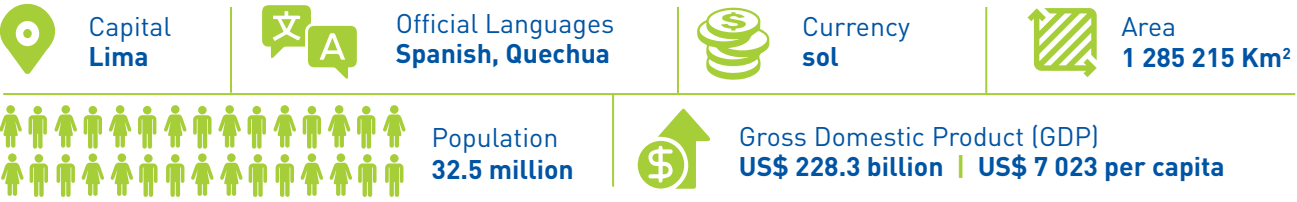
Peru

Member State since 1946

www.gob.pe/8032-ministerio-de-transportes- | Email: dcastillo@mtc.gob.pe



STATE FACTS & FIGURES



AIR TRANSPORT STATISTICS



VISION, STRATEGIES AND ACHIEVEMENTS

A number of significant milestones illustrate the development of airport infrastructure in Peru over the past 20 years:

- 2001:** Start of the concessioning of Jorge Chávez International Airport in Lima
- 2006:** Start of the concessioning of the first group of Inland Peruvian Airports (grouping of 12 airports)
- 2011:** Start of the concessioning of the second group of Inland Peruvian Airports (grouping of five airports)

- 2018:** Start of work on construction of the second runway at Jorge Chávez International Airport. Completion set for 2023
- 2021:** Start of work on construction of the Cusco New International Airport, in Chinchero. Completion set for 2025









Suriname

Member State since 1976
www.cadsur.sr | Email: dca@cadsur.sr



Photo by Riano Gunther

STATE FACTS & FIGURES

 Capital Paramaribo	 Official Languages Dutch	 Currency Suriname dollar	 Area 163 820 Km²
 Population 581 363		 Gross Domestic Product (GDP) US\$ 4 billion US\$ 6 854 per capita	

AIR TRANSPORT STATISTICS

1 International Airport	 53 Domestic Airports	3 National Airlines with International Services	 6 Foreign Airline Operations
International Traffic 529 passengers	 Domestic Traffic N/A passengers	International Cargo 12 872 metric tonnes	 Domestic Cargo N/A metric tonnes

VISION, STRATEGIES AND ACHIEVEMENTS

Mission and Vision: To facilitate a safe, secure, modern, reliable and integrated air transport by enabling greater connectivity and accessibility for its citizens. This can be achieved through the movement of passengers and goods domestically and internationally in order to support the economic and social development of its peoples. The strategy is to promote Suriname as a carbon negative country with a 93 per cent forest cover that contributes to the health of the world's ecosystem. Suriname is

also focused on protecting the environment through sustainable development.

Suriname is a melting pot of cultures, religions and races coming from all parts of the world who live in harmony together and are proud to be Surinamese!









Uruguay

Member State since 1954
www.dinacia.gub.uy | Email: dinacia@dinacia.gub.uy



STATE FACTS & FIGURES

 Capital Montevideo	 Official Languages Spanish	 Currency Uruguayan peso	 Area 176 215 Km²
 Population 3.5 million		 Gross Domestic Product (GDP) US\$ 61.2 billion \$ 17 688 per capita	

AIR TRANSPORT STATISTICS*

3 International Airports	 3 Domestic Airports	2 National Airlines with International Services	 17 Foreign Airline Operations
International Traffic 2.2 million passengers	 Domestic Traffic N/A passengers	International Cargo 26 031 metric tonnes	 Domestic Cargo N/A metric tonnes

VISION, STRATEGIES AND ACHIEVEMENTS

To implement the civil aeronautical policy of Uruguay, in accordance with the regulations in force and recommendations issued by the competent international organizations, with continuous supervision of operational safety, management and control of the civil aeronautical activities.

To provide a safe, regular and efficient system of airport infrastructure and air navigation services throughout the national territory and airspace, prioritizing excellence in the services provided to users.

To guarantee the safety, regularity and efficiency of aeronautical operations and the provision of services in accordance with international regulations and requirements.

To establish an organization with adequate training and technologies to achieve the provision of aeronautical services in keeping with the best regional and international quality levels.

* As this publication went to press, updated Air Transport Statistics from the State had not yet reached ICAO. Material from the previous edition of "ICAO STATES TODAY - 75 Years of Progress Since Chicago" was used instead.



Venezuela (Bolivarian Republic Of)

Member State since 1947

www.inac.gob.ve | Email: relaciones aeronautica@inac.gob.ve









View of Pampatar Bay from San Carlos de Borromeo Castle - Margarita Island, Nueva Esparta State, the Bolivarian Republic of Venezuela.



Pico Bolívar - Sierra Nevada, A Natural Paradise, Mérida State, the Bolivarian Republic of Venezuela

STATE FACTS & FIGURES

 Capital Caracas	 Official Languages Spanish	 Currency bolívar	 Area 916 445 Km²
 Population 28.5 million	 Gross Domestic Product (GDP) N/A		

AIR TRANSPORT STATISTICS

12 International Airports	 21 Domestic Airports	12 National Airlines with International Services	 N/A Foreign Airline Operations
International Traffic 2.1 million passengers	 Domestic Traffic 1.5 million passengers	International Cargo 9 455 metric tonnes	 Domestic Cargo 1 170 metric tonnes

VISION, STRATEGIES AND ACHIEVEMENTS

The vision of the National Institute of Civil Aeronautics (INAC) of Venezuela is to ensure compliance with operational and aviation safety standards and to create a culture of quality and sustainable development in order to achieve the highest performance levels in national and international operations.

To this end, Venezuela focuses on the timely training of human resources as the basis of its strategy for the safe, orderly, efficient and resilient development of Venezuelan civil aeronautics, with an objective to instill confidence in all those involved in the various components of the aeronautical sector.

MORE THAN A PILOT PROJECT



A DOOR TO A WORLD OF AVIATION CONTENT

ICAO TV

WATCH NOW!
Scan the QR code to sign up



Index Of Advertisements

2-3	AIRBUS
6	MIDDLE EAST AIRLINES TRAINING & CONFERENCE CENTER
7	INCHEON AIRPORT AVIATION ACADEMY
14-15	EMPIC
78-79	NIGERIAN COLLEGE OF AVIATION TECHNOLOGY ZARIA
84	FEDERAL AIRPORTS AUTHORITY OF NIGERIA
92	NIGERIAN CIVIL AVIATION AUTHORITY
97	UNITING AVIATION
100	HONG KONG INTERNATIONAL AVIATION ACADEMY
142	SIA ENGINEERING COMPANY SIA ENGINEERING COMPANY
151	ICAO TECHNICAL COOPERATION
205	SPAIN MINISTRY OF TRANSPORT MOBILITY AND URBAN AGENDA
206	ENAIRE
235	ICAO E-LIBRARY
275	ICAO TV
279	SINGAPORE AIRLINES

Acknowledgements

ICAO Regional Offices and Coordinators

Ms. Matima Arihyachaipanich
**Asia and Pacific
(APAC) Office**

Ms. Irene Muriuki
**Eastern and Southern African
(ESAF) Office**

Ms. Blandine Ferrier
**European and North Atlantic
(EUR/NAT) Office**

Mr. Mohamed Hamed
**Middle East
(MID) Office**

Ms. Claudia López
**North American, Central American and
Caribbean (NACC) Office**

Mr. Roberto Sosa
**South American
(SAM) Office**

Mr. René Tavaréz
**Western and Central African
(WACAF) Office**

ICAO Production Team

ICAO Reproduction Services (REP)
print@icao.int

ICAO Communications (COM)
communications@icao.int

Ms. Fernanda Fontes
Graphic Design Support

ICAO Languages and Publications (LP)
lp_admin@icao.int



ICAO

We look forward to
seeing you in the air again

An elevated experience awaits on board
the world's most awarded airline



SINGAPORE
AIRLINES



A STAR ALLIANCE MEMBER



Watch the video

