



**Opening address by the President of the Council  
of the International Civil Aviation Organization (ICAO),  
Mr. Roberto Kobeh González  
to the ICAO Worldwide Symposium on Performance of the Air Navigation System  
(Montreal, 26 March 2007)**

Good morning ladies and gentlemen, and welcome to the Worldwide Symposium on Performance of the Air Navigation System. The purpose of this meeting is to update ourselves on the migration from a technology-driven to a performance-based air navigation system and to prepare ourselves for further discussion at the next Session of the ICAO Assembly in September.

The emphasis on performance comes from the growing reality of privatized air navigation services and the pressure for greater accountability. The aviation community must respond accordingly when designing, planning, implementing and operating the global air navigation system.

The answer lies in the Global Air Traffic Management Operational Concept endorsed by the Eleventh Air Navigation Conference of 2003. For the first time and under the auspices of ICAO, stakeholders of the world aviation community jointly developed a vision for an integrated and globally harmonized ATM system, with a planning horizon up to and beyond the year 2025.

An interoperable global ATM system would apply to all users during all phases of flight and meet agreed levels of safety...provide for optimum economic operations...be environmentally sustainable...and meet national security requirements. In short, the Operational Concept outlines a total system performance framework to achieve defined requirements.

You may recall that the 35th Session of the Assembly in 2004 called upon States, Planning and Implementation Regional Groups and the aviation industry to use the Operational Concept as the basis for the planning and implementation of CNS/ATM systems. At the same

time, the Assembly urged the Council to ensure the development of transition strategies, requirements and Standards and Recommended Practices to support the implementation of a global ATM system. The Assembly also urged the Council to ensure that the system be performance based and that performance objectives and targets be developed in a timely manner.

Since then, work has progressed steadily thanks to the efforts of the Council, the Air Navigation Commission, panels of experts, industry partners and the Secretariat. ATM requirements and a set of performance-based transition guidelines have been developed, and a global performance manual is being produced, and should be ready at the end of the year.

A milestone was reached on 30 November 2006 when the Council accepted the second amendment to the Global Air Navigation Plan. The Plan has now become the baseline for measurable achievements as the global ATM system evolves from technology-driven to performance-based. States and regions can now select initiatives tailored to their needs to meet agreed performance objectives.

Ultimately, the successful implementation of a global air navigation system depends on cooperation among all members of the civil aviation community and involves greater integration of ICAO Regional Offices and Headquarters. ICAO is committed to meeting expectations of all stakeholders. Together we have a formidable task ahead of us: to ensure the viability of the air navigation system of the future and its continued contribution to global economic development in a safe, secure and efficient manner.

I wish to convey my gratitude to all for joining us here in Montreal. Your participation and cooperation are highly appreciated, and I can assure you that the outcome of this Symposium will be taken into account in the further development of the global performance framework.

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