



**Address by the  
Secretary General of the  
International Civil Aviation Organization,  
Dr. Fang Liu,  
to the 2016 CANSO Global ATM Summit  
and 20th AGM**

*(Vancouver, Canada, 21 June 2016)*

Good morning everyone.

Let me begin by extending my gratitude and appreciation to the Director General of CANSO, Mr. Jeff Poole, for his very kind invitation to join you today.

It will be my great pleasure to highlight for you some key global air traffic management (ATM) priorities for ICAO and for global civil aviation, and to share my thoughts on how increased cooperation between ICAO and CANSO will be instrumental toward our shared ambition for achieving sustainable and profitable air transport services – at the service of just-as-sustainable and prosperous societies.

As I have been reinforcing quite often of late, the development and modernization of aviation sector must be a priority for States today.

Given air transport's multiple positive impacts on socio-economic prosperity, not to mention its unique ability to connect even the most remote or landlocked States to global markets and trade flows, governments the world over need to recognize how important it is to their cities and regions to have access to safe, secure and efficiently-managed air transport services.

This dynamic is fundamental to our collective hopes of achieving the Sustainable Development Goals (SDGs) adopted under the United Nations' Agenda 2030, but it faces a steep uphill climb in a world where barely 3% of annual global infrastructure investment is currently earmarked for aviation development. With the rate of growth now being seen in many air transport markets, the urgency of this point is even more important for States to appreciate.

CANSO plays an important role in this process by highlighting its many years of air traffic management experience, and by sharing its time-tested awareness of how essential new air traffic management systems are to safe and efficient global air transport management.

As your membership continues to grow, particularly through the addition of smaller ANSPs, your efforts will become even more instrumental to help ensure this message be widely appreciated.

CANSO's voice was heard loud and clear on these points at our first-ever World Aviation Forum in 2015, and we'll be very much looking forward to your organization's contributions at our Second IWAF – just one day prior to our triannual Assembly this September.

Together we must ensure that States understand the importance of effective coordination among their key policies for transport, tourism, and economic development, which in turn will serve to bolster aviation markets globally, maximize benefits, and optimize resources.

Another important area where we can partner more meaningfully relates to the upcoming revisions to the Global Air Navigation Plan (GANP) which will be tabled for endorsement by States at ICAO's 39th Assembly this fall.

These highlight how ICAO will be focusing its efforts over the next three years on air traffic flow management, including runway sequencing capabilities and the related continuous climb and descent operations achieved through Performance-based Navigation (PBN).

Obviously these priorities will need to be analysed based on specific operational scenarios and regional and national needs, and this points to another good opportunity for CANSO and ICAO cooperation.

By leveraging available global indicators, and by continuing to share information and best practices, together we can comprehensively assist States as they seek to calculate their specific needs according to airspace user expectations, ultimately permitting them to identify optimal solutions, refine resource allocation projections, and once again maximize the benefits they realize.

ICAO has been extremely encouraged to-date by the investments in terms of financial and human resources which States and ANSPs have committed toward the implementation of collaborative decision making and Air Traffic Flow Management (ATFM).

These solutions will be critical to ensuring system-wide safety and efficiency as our sector continues to expand.

And we have also been very appreciative that CANSO and its members have been extremely proactive with respect to PBN implementation, which benefits safety, operational efficiency, airspace capacity and decreased aircraft emissions.

Our relationship with CANSO in this area has been very positive and our excellent working relationship has been made more cost-effective and practical since you established your ICAO Affairs Office in Montréal.

At your recent Global ATM Operations Conference in Madrid, the strong connection between PBN advancement and the need to advance aeronautical information management (AIM) was clearly highlighted, as was the fact that a mature aeronautical information management infrastructure is essential to supporting safe PBN operations.

This leads me to another area where we can find greater synergies together, namely in the area of System-wide Information Management, or 'SWIM'.

The ability to share the right information, at the right time, and to the right people, is a basic pre-requisite for ensuring global interoperability and harmonization.

We must therefore recognize SWIM as an essential enabler for ATM applications, and accordingly ICAO will be prioritizing its sector-wide application in the newest edition of the GANP.

Aeronautical information systems have to be operationally and technically interoperable and harmonized to allow for safe, cyber-resilient and seamless coordination between global flight information regions (FIRs).

Our main challenge ahead will be the development of Standards related to SWIM's governance and architectural components, which we are now aiming to have in place by 2018. ICAO is progressing this work through our Information Management Panel, on which we are grateful to have CANSO's participation.

I also understand that CANSO is developing its own AIM training manual, which is another important and positive step towards the harmonized provision of AIM.

Cyber risk management is a key consideration as we continue this evolution towards greater information technology coordination system-wide, and it is a high priority item across a number of ICAO work programmes at present.

The Civil Aviation Cybersecurity Action Plan, agreed to by ICAO, CANSO and the other members of the Industry High-level Group (IHLG), further sets out a roadmap and joint commitments to ensure that industry and States establish coherent cybersecurity approaches and responses.

Various reports have highlighted the possible vulnerabilities of aircraft and air navigation systems to cyber-attacks, and ICAO is now working to develop substantial measures to support the safety and security of the aviation system, including the establishment of a global network architecture for use by our industry everywhere in the world.

By leveraging ICAO's unique international independence, we hope to provide a global solution, which will help to minimize the need for separate bilateral agreements and transactions, making it cost effective for airlines and ANSPs.

Air navigation systems and ATM procedures will also be key to every aspect of the successful implementation of the ICAO Global Aeronautical Distress and Safety System (GADSS), including its related objectives for Search and Rescue enhancement. ICAO will therefore be looking forward to cooperating closely with CANSO as we progress this work.

Currently our 15-minute requirement has a target applicability date of end-2018, while the one-minute distress tracking provision is slated for 2021. However we're also encouraging early adoption by operators and that points to the need for proactive preparedness.

Before concluding today ladies and gentlemen, I would like to raise one final point and an important concern we share relating to the minimal regulatory oversight of air traffic services.

The importance of effective oversight in this area is well understood, as is the need for a clear distinction between regulator and ANSP functions.

But we must also recognize that the existing regime could be significantly enhanced by greater cooperation amongst ANSPs, in particular for quality assurance.

ICAO has therefore initiated the development of a regional framework to focus on ways in which ANSPs can cooperate to increase effective implementation of ICAO SARPs, identify champions, and better define areas where expertise can be shared.

In particular, the framework is being designed to improve and harmonize the quality of air navigation services in the ICAO Africa and Indian Ocean region, but it could very well be adapted for other regions as well.

These and similar efforts are part of the wider prioritization of implementation, partnership and assistance activities we are presently undertaking under ICAO's 'No Country Left Behind' initiative.

ICAO is grateful for the willingness of CANSO to help drive this work forward. Your organization is very well-placed to develop this safety initiative – in line for instance with IATA's Operational Safety Audit (IOSA) programme.

This type of step can only enhance global appreciation for CANSO's mission and role, and perhaps provide further opportunity to review the quality and availability of current ATC personnel training.

Enhanced ATM collaboration will help aviation to realize more practical and consensus-driven solutions to many of our shared safety concerns and capacity demands.

Greater sharing of best practices to the benefit of all will be an important first step on this path, and we'll very much look forward to near-term action and coordination to that end.

As I mentioned at the outset, cooperation between ICAO and CANSO is instrumental for our common objectives. Let me stress here how grateful ICAO has been for the collaboration we have realized thus far. I wish to affirm our commitment to work closely together with you, towards shared objectives and the betterment of the global air transport network. I am certain we will witness even greater achievement in the years ahead, at the service of States, operators and sustainable, prosperous societies.

Thank you, and may I wish everyone a very productive and engaging event.

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