



ICAO

**Keynote Address by the Secretary General
of the International Civil Aviation Organization (ICAO)
Dr. Fang Liu,
to the European Civil Aviation Conference (ECAC)
66th Special Meeting of Directors General of Civil Aviation**

(Reykjavik, Iceland, 31 August 2017)

Mr. Jon Gunnarsson,

Minister of Transport and Local Government of Iceland,

Ms. Ingrid Cherfils, ECAC President,

Mr. Salvatore Sciacchitano, ECAC Executive Secretary,

Mr. Henrik Hololei,

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Deputy Director General of the Icelandic Transport Authority,

Distinguished Directors General of Civil Aviation

for the European Civil Aviation Conference (ECAC),

Ladies and gentlemen,

1. Please let me begin by reiterating our most sincere thanks to Minister Gunnarsson, and to Iceland's civil aviation authority, for providing us with such a warm welcome and lovely facilities for this 66th Special Meeting of ECAC Directors General of Civil Aviation.
2. It is my great pleasure to be here with you today.
3. I would also like to highlight, from the outset of these remarks, the incredible appreciation which ICAO has for the many regional organizations we work so closely with in Europe, and who are such important contributors to our successful results – in particular ECAC and the EU.
4. With over 1,400 scheduled airlines, 26,000 aircraft in service, 3,900 airports and 173 air navigation services providers active today, aviation has established an unmatched global network at the service of travellers and businesses in every corner of the world.
5. In 2016, our sector generated some 10 million direct jobs and 725 billion dollars in global GDP, and the 3.8 billion passengers it carried represented a 6 per cent increase over 2015, with freight traffic also up by 2.6 per cent.
6. Current forecasts indicate that air traffic volumes will double by 2032, spurring further tourism and trade as it continues to grow. This tourism growth is just one means by which aviation contributes to increasing consumer benefits and choices, creating jobs and generating numerous socio-economic spin-offs.

7. And importantly, the increased connectivity which it delivers leads to further re-investment in aviation. This creates a healthy cycle of air transport development and economic prosperity for the countries and regions which set out suitable planning and investment commitments.
8. At the very dynamic ECAC/EU Dialogues sessions arranged earlier this year, these economic trends were important to our discussions on how to sustain future investment for European aviation.
9. Besides the clear emphasis this meeting established on the need for States to realize stable and transparent investment climates, it was also determined there that private investment will need to play a larger role in future aviation development in Europe, and that every member of the aviation value chain should place due focus on their customers in terms of the proposed returns from any investment project.
10. This realization highlights for us how the value and affordability of the service offerings we provide, whether for passengers or for shippers, remains a key foundation for the wider benefits of aviation.
11. As we begin this 66th Special Meeting here in Reykjavik today, I would therefore strongly encourage all of us to keep our network's customers fully in mind in the course of our work. They above all are what keep our planes flying.
12. Of course the most basic value offering of international air transport remains the speed and the safety by which we can move people and goods, often to areas and regions unreachable by other modes of transport.
13. We can take safety for granted at times, mainly perhaps because our overall safety cooperation and performance has been so exemplary year-on-year. 2016, for instance, was the safest year ever for international air transport, with only 2.1 accidents being registered globally for every million departures.
14. We should also take note, however, that - in the ICAO European Region there was 32 per cent of the global accident total while accounting for just under 25 per cent of worldwide traffic. This reflects sharp differences between some parts of Europe where safety records are excellent and others where we still have a lot of work to do.
15. As global safety performance continues to improve, aided importantly by our cooperative efforts under the *ICAO Global Aviation Safety Plan (GASP)*, we have begun to focus greater attention on some specific challenges.
16. One of these is to ensure that along with the effective implementation of ICAO safety standards we are addressing the operational risk under the SMS/SSP framework described by the newly amended Annex 19. I know how important this topic is for Europe and I'm looking forward coming to the Region again in October for the Regional Safety Management Symposium in Tallin which focuses on Annex 19 implementation.
17. Another challenge involves the effectiveness of Regional Safety Oversight Organizations (RSOOs), which as you know are established to optimize collective oversight capacities of groups of States.

18. Together with EASA, ICAO has been reviewing strategies to empower and strengthen existing regional mechanisms, while at the same time working toward the establishment of a new Global Aviation Safety Oversight System, or 'GASOS' and an RSOO Collaborative Platform.
19. The GASOS proposal was a key outcome from the RSOO Global Forum which we conducted with EASA in Swaziland this past March, and later today Mr. Stephen Creamer, Director of ICAO's Air Navigation Bureau, will be covering this topic for you in greater detail.
20. We must also remain conscious, where safety is concerned, that continuous increases in traffic volumes are making our goal of ensuring maximum operational capacity and efficiency increasingly complex.
21. Airport operators and air navigation service providers must therefore remain diligent in managing their traffic demand against the capabilities which existing airport and ATM systems can safely support.
22. Runways have traditionally been the main bottlenecks at airports, but we are also becoming more sensitive to capacity choke points which can arise at aircraft parking stands, baggage sorting and transfer facilities, aprons, and passenger security screening points.
23. This is especially the case at hub airports, and helps explain the need for a truly holistic analysis of these factors and comprehensive throughput solutions.
24. These and many other forward-looking capacity and efficiency topics will be under the microscope at ICAO's back-to-back GANIS and SANIS events this December, as well as at our 13th Air Navigation Conference, which will be taking place in 2018.
25. Key topics to be addressed through these events will be related mainly to the updated version of the *ICAO Global Plans for Aviation Safety and Air Navigation Capacity and Efficiency*, the *GASP* and the *GANP*. They include new targets and new priorities, refinements to our ASBU framework and new Block 4 proposals, new business case templates for implementation and development projects, and consideration of airspace management above flight level 600.
26. In terms of our shared environmental challenges, concerns relating to local noise, air quality, and greenhouse gas emissions are becoming critical bottlenecks for further expansion.
27. We should also be quite proud, however, of the significant developments which have recently been achieved: for instance on the new Aircraft CO₂ Standard which the Council adopted this past March, or on the historic Carbon Offsetting and Reduction Scheme for International Aviation, or *CORSIA*, which was adopted at our Assembly last October.
28. I am tremendously encouraged that countries representing almost 90 per cent of international flight operations, including all of the ECAC and EU States, have already committed to participate in the *CORSIA* from its earliest pilot phase. This has certainly exceeded all expectations in ICAO.
29. Finding an agreement at the Assembly was a historic step, but it is only the beginning of the process. ICAO, together with its Member States, the aviation industry and environmental NGOs have been working diligently to ensure that we will be ready. Several major events will take place in the coming weeks. In particular, the CAEP Steering Group meeting will be held in September, and will consider the *CORSIA* Implementation package, including the Standards and

Recommended Practices for its Monitoring, Reporting and Verification system. The CORSIA SARPs will constitute Volume 4 of Annex 16 to the Convention. Another key event related to the work on CORSIA will be the kick-off of the ICAO-Germany pilot project for the Small scale implementation of the CORSIA MRV system, which is expected to commence in September 2017. I would like to express appreciation to the Government of Germany for its partnership with ICAO to conduct this project.

30. I know that having a robust and credible CORSIA is a priority for Europe, and trust that you will continue to actively contribute to these discussions.
31. Adopting standards is important and capacity-building activities to help their implementation are equally essential. I welcome the support of Europe on capacity-building activities, notably on environment. This will be essential to the success of CORSIA.
32. 2017 is also a very big year for Sustainable Alternative Fuels at ICAO. We convened a seminar in February to exchange information on life-cycle analysis methodologies, sustainability criteria, regulatory frameworks and assistance programmes, and these results will be presented to the upcoming ICAO Conference on Aviation Alternative Fuels this October, in Mexico City.
33. Our key goal with that meeting will be to establish an ICAO Vision for Aviation and Alternative fuels, which will be crucial to facilitating the future development and use of these new and greener fuels for aviation.
34. With respect to aviation security, I have a number of updates to bring to your attention today.
35. The first relates to the ICAO Traveller Identification Programme or 'TRIP' strategy, which has been recognized for its contributions toward the implementation of United Nations (UN) Security Council (SC) Resolutions 2178 and 2309, which were adopted in 2014 and 2016 respectively.
36. In July I attended a Special Meeting of the UN Security Council's Counter-Terrorism Committee (CTC), where it was proposed that the UN Counter Terrorism Executive Directorate (CTED) should continue to explore new means of addressing the terrorist threat through various ICAO TRIP elements.
37. As a preliminary outcome, we have identified relevant gaps and vulnerabilities, and addressed some existing policies, instruments and tools which support effective border control management systems.
38. Along with enhanced screening and security checks, the airlines' role in tracking the movement of higher risk passengers through advance passenger information (API) was also highlighted. These API benefits are supported by the global transition to machine-readable passports, or 'MRPs', which is nearly complete.
39. As of today, 143 of ICAO's 191 Member States are fully compliant with Standard 3.11.1 of Annex 9, which established 24 November 2015 as the deadline by which any remaining non-MRPs were to have been removed from global circulation.
40. Here in Europe we've noted that 50 out of 56 EUR/NAT Member States are now issuing MRPs, and ICAO continues to encourage all outstanding States to take care of this at their earliest opportunity.

41. A further important priority in aviation security concerns the development of ICAO's new Global Aviation Security Plan, or 'GASeP'.
42. Last September, during the 39th Session of the ICAO Assembly, delegates recommended that this Plan be developed under an accelerated timeframe. A special Task Force was formed, and the a Draft of the new Plan was presented this Spring to ICAO's AVSEC Panel, and later the ICAO Council.
43. The GASeP provides an ambitious framework for the enhancement of international aviation security over the coming years. It also incorporates key themes from UN Security Council Resolution 2309 which I mentioned a moment ago, on *Threats to international peace and security caused by terrorist acts via aviation security*.
44. The Plan's core objective is to enhance the effectiveness of global provisions, and the sustainable implementation of preventative measures. To help accomplish this, it sets forth five key priorities aimed at:
 1. Enhancing risk awareness and response.
 2. Establishing a better-defined security culture.
 3. Improving technological resources and fostering innovation.
 4. Improving oversight and quality assurance.
 5. And lastly, increasing cooperation and support.
45. The GASeP's Roadmap for implementation sets forth specific objectives with corresponding indicators and target dates for completion. This work will be carried out over the next three years, and your regional input and cooperation is critical to the success of this process.
46. On the regulatory front for Security, provisions to Annex 17 have now been strengthened. Amendment 15 to Annex 17 became applicable earlier this month, on 3 August, and it includes more detailed provisions on risk assessments, cybersecurity, landside security, behaviour detection, innovation in aviation security, and Man-Portable Air Defence Systems (MANPADS).
47. ICAO has also started working on Amendment 16 to Annex 17, which is now in the State consultation phase, and we are expecting your comments by October. It amends provisions relating to security risk assessments and the advance sharing of relevant data, incident reporting, screening methods, the air cargo supply chain, and cybersecurity preparedness.
48. Our definition of the cyber threat context is especially relevant today, given that new System-wide Information Management (SWIM) provisions will begin to come into force as of 2018, making us more connected and integrated as a global network than ever before. In every case we must be diligent in recognizing and responding to cyber threats, whether they are aimed at our operations, reservations, or other IT-intensive systems.
49. Portable Electronic Devices are another area requiring ICAO's attention at present, and they were reviewed just recently in Paris at the first meeting of our Task Force on Improvised Explosive Devices (IEDs) combined with the second meeting of the ICAO Multidisciplinary Cargo Safety Group (CSG/2).

50. A number of recommendations from this meeting are to be reviewed by the ICAO Council at its 212th Session this October, and we should remain cognizant that there will likely be no one-size-fits-all solution to mitigate the threat from IEDs concealed in personal items.
51. These issues will all be considered further in just a few weeks' time, when ICAO convenes its inaugural Aviation Security Symposium at our Headquarters, along with an associated exhibition of new screening and other security technologies.
52. I count on Europe to continue providing its wide expertise on security, which is recognized by many for its proportionate approach which delivers optimized security, safety and operational effectiveness.
53. Additional emerging challenges which ICAO is taking into account today concern the integration of sub-orbital and commercial space flights, and the increasing use of unmanned aircraft systems, or drones.
54. With respect to unmanned aircraft, aviation today is undergoing a fundamental change in light of their widespread introduction. Until recently, these craft have operated on the periphery of the aerospace system, but that is no longer the case and we are now seeing new types of vehicles, new types of operations, and new locations where those operations are occurring.
55. Moreover, whether here in Europe or throughout the world, we are already seeing new businesses and humanitarian operations leveraging these unmanned aircraft technologies in ways not envisioned just a few years ago.
56. During our 39th Assembly last October, States therefore requested that ICAO expand its scope of work to provide a baseline of provisions for the global harmonization for all types of unmanned aircraft operations, including in domestic airspace.
57. By engaging this work, beginning with our DroneEnable event next month, ICAO will provide value to States through improved regulatory guidance, and value to the private sector through new common baselines for manufacturers to build to.
58. On the commercial and sub-orbital flight side, ICAO and the UN Office for Outer Space Affairs (UNOOSA) have worked over the past two years with an expert group to identify several pressing issues that need to be addressed in the near-term.
59. These include:
 - Safety Management of Air Space;
 - Joint use Air and Space port safety and operations;
 - Space vehicles which are launched from aircraft in flight;
 - And lastly, 'space planes'.
60. Our present goal is to resolve these issues and establish a timeline for the development of related provisions in the 2019 revisions of the GASP and the GANP.
61. Distinguished guests and dear friends and colleagues, in line with ICAO's *No Country Left Behind* initiative, I would like to reaffirm our commitment to assist our Member States in optimizing the incredible benefits of aviation, while also thanking the many EU and ECAC States which have been extremely valuable partners to ICAO in these capacity-building initiatives. Your commitments and support have truly been invaluable.

62. We are working at every turn today to ensure that you have the tools and capacities you need to assure the first and most fundamental requirement in this regard: namely effective compliance with ICAO's global standards.
63. With a view to advocating for sustainable aviation development within States, ICAO has now invited the UN Department of Economic and Social Affairs (UNDESA), the Office of the High Representative for the Least Developed Countries, Landlocked Developing Countries and Small Island Developing States (OHRLLS), the World Bank Group (WBG), and the Air Transport Action Group (ATAG), to join us in our Aviation Partnerships for Sustainable Development (APSD) initiative.
64. Jointly we can better advocate for investments to be made in aviation – especially in countries in special situations. For example, ICAO is coordinating with Donor States at present to have their Official Development Assistance (ODA) contribution better reflect the sustainable needs of air transport systems. The APSD partnership is also advocating with countries to include aviation in their national development plans.
65. This latter component is especially essential to our related objectives for global system modernization, and it is also a regular message which myself and Council President Aliu convey to Ministers and Heads of State in the course of our high-level missions. ICAO and our Partners further stressed this at the ministerial segment of the UN High-Level Political Forum on Sustainable Development, which was held this July in New York.
66. Later this year, in November, all of these topics will be on the table when we conduct our third ICAO World Aviation Forum – the very first which to be taking place in an ICAO Region.
67. It will be held this year in Abuja, Nigeria, and we greatly encourage high-level participation from all of your governments as the discussions will relate to all ICAO States and regions.
68. As you can see ladies and gentlemen, we have many important priorities and challenges before us, whether with respect to the performance or sustainability of global or European civil aviation.
69. As one last point regarding ICAO compliance, I would further encourage your States to continue strengthening your aviation performance through effective and better-resourced civil aviation authorities (CAAs). It is essential that your agencies have the financial and management autonomy to do their work properly, as well as the ability to attract, recruit and retain qualified technical personnel to regulate our ever-expanding global system.
70. Governments and regulators are by no means alone in facing these challenges, especially regarding the training and retainment of skilled personnel. This is why ICAO is so hard at work today through our Next Generations Aviation Professionals (NGAP) and Global Aviation Training (GAT) offices to enlist the cooperation and support of industry partners, academic institutions, and leading air transport organizations.
71. Simply stated, air transport growth is more risk than benefit to our network if we don't ensure sufficient numbers of skilled professionals to continuously assess and manage it.

72. This is precisely why ICAO has recently upgraded our NGAP initiative to the programme level, and why we will be convening the very first Global NGAP Summit and Model ICAO student forum in Montreal this November.
73. This will be the first of what will now be annual events of this kind, aimed at helping our sector to close these critical human resource gaps and inspire new generations of pilots, controllers, and other aviation professionals.
74. In closing now, please let me remind you that regional meetings such as this one, and the others ICAO convenes, are critical to maintaining the cooperation and coordination which has been the hallmark of air transport progress since the dawn of the civil aviation era.
75. Your active participation in these events remains essential to their results and sustainability.
76. ICAO has been making great strides to become more focused and efficient in our service to your States, mainly by evolving toward a more accountable and performance-based approach to how our regional and global activities are designed, budgeted and delivered.
77. These are implemented through the ICAO Operating Plan, while the ICAO Business Plan forms the basis for our resource allocation, including the results-based Regular Programme Budget. The Business Plan is now a key part of our Corporate Performance Management Framework, together with the corporate Key Performance Indicators, performance-based Human Resources Management, and the ICAO Risk Registry.
78. I would also like to take a moment at this time to express ICAO's deep appreciation to ECAC and the EU, both of which have been long-time friends and committed partners with our Organization.
79. The contributions you make to our work are nothing short of essential to what we're able to achieve, and on that note I would wish you all a very productive and rewarding ECAC 66th Special Meeting here in Reykjavik.
80. Thank You.
