



ICAO

**Keynote Address
by the Secretary General
of the International Civil Aviation Organization (ICAO)
Dr. Fang Liu,
to the Eighth Meeting of the North American, Central American and Caribbean
Directors General of Civil Aviation (NACC/DCA/8)**

(Ottawa, 31 July 2018)

*Ms. Thao Pham,
Associate Deputy Minister Transport Canada*

*Mr. Kerrie Symmonds,
Minister of Tourism and Transport of Barbados*

*Directors General of Civil Aviation for the ICAO NACC States,
Representatives of the ICAO Council,
Representative of CARICOM,*

*Mr. Claude Hurley,
President of the ICAO Air Navigation Commission*

Mr. François Collins,

*Friends and colleagues,
Ladies and gentlemen,*

1. It is my great pleasure to join you here for this Eighth Meeting of the North American, Central American and Caribbean Directors General of Civil Aviation (NACC/DCA/8).
2. I would like to begin by reiterating our most sincere thanks to the government of Canada, and especially *Mr. François Collins*, and his team, for the organization, very warm welcome and lovely facilities we've been provided with for our meeting here today.

3. I would also like to highlight, from the outset of these remarks, the incredible appreciation which ICAO has for the many States and regional international organizations we work so closely with in the NAM/CAR Regions, and who are such important contributors to our successful results.
4. Last year, this region faced a series of catastrophic natural disasters which placed tremendous strain on local infrastructure and emergency response capabilities.
5. Noting aviation's critical role in the provision of rapid emergency aid in such circumstances, ICAO has been very encouraged to see the new contingency actions and mitigation measures being set out in response by NACC States.
6. Disasters such as last year's hurricanes also limit normal aviation operations significantly, and we must recall that this has further socio-economic impacts on local economies.
7. Commercial aircraft carried more than 80 percent of the tourists who visited the Small Island States in your territories over 2016, and it is presently forecast that air transport and tourism will support no less than 9.7 million jobs and \$430 billion dollars in regional GDP here by 2034.
8. These figures represent tremendous increases even compared to the very significant tourism activity you already enjoy today.
9. And yet as recent events have demonstrated, we must also seek to ensure that Caribbean air transport infrastructure and facilities are fully prepared to deal with these major climate risks, as they will only increase in frequency in the decades ahead.
10. Most recent figures reveal that our sector generates some 10 million worldwide direct jobs and 725 billion dollars in GDP, and the 4.1 billion passengers it carried represented a 7.2 per cent increase, with freight traffic rising at almost exactly the same rate.

11. Current forecasts indicate that most of these figures will likely double by 2034, spurring further tourism and trade as they do.
12. Importantly, this increased connectivity which aviation delivers leads to further re-investment in our sector, something which is greatly needed today to accommodate future growth.
13. But in the end these investments are more of a benefit than a cost to developing societies, as they generate a very healthy cycle of air transport development and economic prosperity.
14. As I survey this room today, the level of participation evident at this 8th Meeting of NACC DGCAs is a clear indication of the strong and active commitment which your States have established to work together, through ICAO.
15. This is especially the case with respect to the priorities for assistance and capacity-building established under our No Country Left Behind (NCLB) initiative.
16. In this, your second year of NCLB implementation, I would congratulate both you and ICAO's Regional Office leadership and staff on these results.
17. This leads us to the main goals for this 8th NACC DGCA meeting, which focus directly on aviation development and the regional collaboration so essential to its success.
18. But in addition, we must also focus on how private investment will be playing a bigger and bigger role in that process.
19. For governments, the most important point to keep in mind is that investors will be more comfortable working with States which have a stable regulatory framework, and on projects where the return on investment is very clearly outlined.

20. These qualities, above all, will help you to ensure a more steady and reliable flow of capital for your aviation development objectives.
21. Your cooperative work under the NCLB strategy has also helped to identify a number of regional challenges and needs, one of the most important being the lack of well-trained and qualified aviation professionals to guide your network through the coming decades.
22. Fortunately, this is not a challenge you must face alone.
23. ICAO is hard at work assisting you today on these priorities through our Next Generation Aviation Professionals (NGAP) programme, and our Global Aviation Training (GAT) Office.
24. We also continue to seek greater support for these and related initiatives among our industry partners, academic institutions, and leading air transport organizations.
25. As was exemplified so well here last year by the NACC *'60 Opportunities'* initiative, ICAO is strongly supporting our NGAP initiative, and in particular our sector-wide gender equality goals.
26. We still face tremendous challenges where gender parity is concerned, and I would strongly encourage all of your States to send representatives to attend our upcoming Gender Summit in South Africa, being held from 8-10 August in Cape town.
27. The role of new young men and women professionals will be critical to our performance under all of ICAO's Strategic Objectives for international aviation, and it will be my pleasure now to briefly review some current priorities under several of these.
28. Beginning with aviation safety, the number of air transport accidents globally increased by 17 per cent in 2017, with 88 accidents being reported by States.

29. Notwithstanding this accident increase, more importantly the 2017 fatalities decreased significantly, with only 50 being recorded compared to 182 in 2016. This is the lowest level in the past ten years.
30. Besides these accident and fatality metrics, ICAO remains focused on its major safety priorities which include Runway Safety; Controlled Flight into Terrain (CFIT); Loss of Control-Inflight (LOC-I); Global Flight Tracking; and Unmanned Aviation; while continuing to promote the development and implementation of new safety initiatives.
31. It is also worthwhile to highlight that ICAO, through its Regional Offices, has taken a much more proactive stance on assisting States in resolving their Significant Safety Concerns (SSCs).
32. 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.
33. One of these is to address the operational risk under the SMS/SSP framework described by the newly amended Annex 19.
34. I am pleased that the NACC Office is proposing a regional strategy for this implementation, one based on the current ICAO guidance and timelines in the GASP and the SSP Protocol Questions (PQs).
35. 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.
36. ICAO's thanks go out to COCESNA for the very active role it has played in the development of the RSOO collaborative platform.

37. I would encourage CASSOS, as well, to join ICAO in this global approach.
38. Similarly, I would like to appreciate here the current efforts toward the development of Regional Accident and Incident Investigation Organizations (RAIOs) in the CAR Region.
39. Regional safety coordination and cooperation also will be a topic of priority at ICAO this October, when we convene the 13th Air Navigation Conference.
40. It will be reviewing the concept of operations for the Global Aviation Safety Oversight System (GASOS), which was introduced in March of last year at the ICAO/EASA Global Forum on Regional Safety Oversight Organizations.
41. The GASOS approach would lead to the strengthening and recognition of Regional Safety Oversight Organizations (RSOOs) to enable them to perform safety oversight tasks and functions on behalf of a State or group of States.
42. The 13th ANC will also be rolling out the new Global Aviation Safety Plan, which will feature some updated global targets.
43. In addition, it will explore structural changes being proposed for the Global Air Navigation Plan, including new executive-level explanations of the technical content, the updated Aviation System Block Upgrades (ASBUs), business case tools for Air Navigation Performance Improvements, and the introduction of new Air Navigation 'Basic Building Blocks' (BBBs).

44. The last major decision to be undertaken there will regard States' approval for ICAO to move forward on an International Trust Framework for future digital communications, which is a key pillar of aviation's cyber-preparedness.
45. In terms of our shared environmental challenges, I am very pleased to discuss further with you the Council's adoption in late June of our first package of SARPs on 'CORSIA'.
46. This new First Edition of Annex 16, Volume IV, to the Chicago Convention, comes less than two years after ICAO's Member States achieved historic agreement on the overall CORSIA proposal at the 39th Assembly.
47. Adoption of CORSIA SARPs complements our achievements on the other measures being pursued to limit air transport climate emissions, including our adoption of an aircraft CO₂ emissions standard, the long-term vision we've established on the use of sustainable aviation fuels, and the continuous updating of the Global Air Navigation Plan (GANP) so that our flight operations are as time- and fuel-efficient as possible.
48. Gaining agreement on the new Volume IV to Annex 16 was critical to our goals of helping States and airlines to operationalize CORSIA per its established deadlines.
49. This especially pertains to its monitoring, reporting and verification (MRV) scheme, which describes what has to be done, by whom, starting with the collection of information on international aviation CO₂ emissions by airlines as of January 2019.
50. We should acknowledge the significant efforts which have been made, especially by the ICAO CAEP and Secretariat, to ensure that the CORSIA SARPs could be adopted within such a limited timeframe, and that States and airline operators would be supported and prepared to implement them.

51. Our next step will be to ensure that all countries with registered international airlines can fulfil the CORSIA MRV requirements as of next year.
52. ICAO will continue to actively assist our Member States in these and other CORSIA preparations, both directly and through capacity-building partnerships we'll help them to establish under the new ACT-CORSIA partnership framework which has been developed.
53. Moving now to Security and Facilitation, one of our most pressing priorities in this area surrounds the worldwide implementation of ICAO's Global Aviation Security Plan (GASeP).
54. In light of how both aviation security threats and the methods to confront them continue to evolve, it is critical that your States continue to plan and guide your cooperative progress on the basis of what the GASeP Roadmap sets out, and to ensure that your national priorities continue to be aligned with its provisions.
55. This underscores the importance of the ICAO Regional Conference on Aviation Security for the Americas and the Caribbean, held in Panama City from 24-27 July.
56. The GASeP incorporates key themes from UN Security Council Resolution 2309 on *Threats to international peace and security caused by terrorist acts via aviation security*.
57. A related security priority today involves the airlines' role in tracking the movement of higher risk passengers through advance passenger information (API).
58. Greater information sharing is a key priority with respect to resolution 2039, and indeed a fundamental requirement as we collaboratively seek to establish sustainable and cost-effective security and facilitation solutions.
59. API benefits rely on the use of machine-readable passports, and as of today 143 of ICAO's 192 Member States are fully compliant in this regard.

60. On the regulatory front for aviation security, provisions to Annex 17 have recently been strengthened.
61. Amendment 15 includes more detailed provisions on risk assessments, cybersecurity, landside security, behaviour detection, innovation in aviation security, and Man-Portable Air Defence Systems (MANPADS).
62. ICAO has also started working on Amendment 16 to Annex 17, which is now in the State consultation phase.
63. It amends provisions relating to security risk assessments and advance data sharing, incident reporting, screening methods, the air cargo supply chain, and cybersecurity preparedness.
64. Looking to the future, the main emerging issues which ICAO is taking into account today concern the increasing use of unmanned aircraft systems and drones, in addition to the integration of sub-orbital and commercial space flights.
65. With respect to unmanned aircraft, aviation today is undergoing a fundamental change in light of their widespread introduction.
66. During our 39th Assembly in October 2016, it came as no surprise when States requested us to expand the scope of our work in this area and develop a baseline for global harmonization of all types of unmanned aircraft operations, including in domestic airspace.
67. By engaging this work, beginning with our *DroneEnable* event in 2017, ICAO brought value to States through improved regulatory guidance, and value to manufacturers through new common baselines.

68. 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.
69. 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, hybrid 'space plane' vehicles.
70. Our present goal is to establish a timeline for the development of related provisions in the 2019 revisions of the GASP and the GANP.
71. Moving now to Economic Development, I would like to reaffirm our commitment to assist our Member States in optimizing the significant socio-economic benefits of aviation.
72. 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.
73. It is my pleasure in this regard to invite you to the next ICAO World Aviation Forum (IWAF) to be held in Fortaleza, Brazil in September.
74. It will focus on building partnerships for aviation infrastructure development and ensuring alignment of local, national and regional strategies with ICAO's Global Plans.
75. In concluding now, ladies and gentlemen, I would further encourage your States to continue strengthening your aviation performance through effective and better-resourced civil aviation authorities (CAAs).

76. 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.
77. And let me also please remind you that regional meetings such as this one, and the others that 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.
78. Your active participation in these events remains essential to their results and sustainability, and 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.
79. On that note please let me wish you all a very productive and rewarding 8th NACC/DCA Meeting.
80. Thank You.

— END —