



**Address by the
Secretary General of the
International Civil Aviation Organization
Dr. Fang Liu
to the Directors General Meeting of South America (RAAC/16)**

(Lima, Peru, 6 December 2018)

1. It's my great pleasure to join you here in Lima for your 16th Meeting of SAM Region Directors Generals of Civil Aviation.
2. And I am especially honoured to be here with you this particular week, and to help celebrate our Regional Office's 70th Anniversary here in Lima at the service of your States.
3. ICAO has been making the point for several years now that steadily increasing flight and passenger volumes will generate significant challenges, and that air transport growth must be effectively managed by civil aviation stakeholders to meet those challenges.
4. Recognizing that scheduled commercial departures from Latin American and Caribbean Member States continued their upward trend last year, it is my pleasure today to commend the SAM region in particular on the aviation safety performance being achieved here – even as your traffic figures continue to rise.
5. But at the same time there were also a number of challenges raised by our accident data for 2017, most notably for instance the total number of accidents here.
6. Airlines within the Pan-American Regional Aviation Safety Group recorded more departures than any other world region last year, at 13.5 million, but they also experienced more than twice as many accidents as airlines in the next highest ICAO region for departures – namely the Asia and Pacific Region which managed 11.8 million.

7. This poses concerns for safety stakeholders here, but one silver lining in this regard is that very few of these safety events have resulted in fatalities.
8. Another important related aspect of this data is that Runway Safety events continue to account for the highest percentage of all accidents.
9. And while these Runway Safety accidents resulted in relatively low numbers of fatalities, they were also the category responsible for the highest levels of destruction or substantial damage to aircraft.
10. I would therefore wish to re-emphasize here the importance of the outcomes from the Second ICAO Global Runway Safety Symposium (GRSS/2), which we convened right here in Lima last November.
11. It was recognized there, indeed by many of us in this room today, that Runway Safety will continue to be a global aviation safety priority for the foreseeable future, especially in view of our sector's forecast traffic growth and capacity challenges.
12. To address these concerns, the Runway Safety Symposium produced a range of new implementation and improvement initiatives through the ICAO-led collaborative Runway Safety Programme and its Global Runway Safety Action Plan (GRSAP).
I'd encourage RASG-PA Runway Safety experts to draw further attention to these latest recommendations, something all ICAO regions must remain focused on in the near-term in order to help mitigate these still-serious Runway Safety risks.
13. From a related Safety and Capacity standpoint, we can also be encouraged by how effectively the SAM Region has adopted the results-based approaches which I have been promoting Organization-wide, notably through its related pursuit of the Bogota Declaration targets.
14. This work has helped you to achieve important improvements with respect to both Regional aviation Safety and Efficiency, and indeed you have surpassed its objectives with respect to some key air transport operational priorities, including the implementation of Performance-based Navigation (PBN).

15. And let us not forget to appreciate as well that since the Bogota Declaration's adoption in 2013, this Region's rate of USOAP Effective Implementation improvement jumped from one to six per cent in just the first year, or that the average USOAP EI rate here has risen from 70 to near 80 per cent since that time.
16. These are real-world outcomes which not only save lives, but also serve to raise levels of general appreciation and confidence in air transport services across our sector's entire client base.
17. As much as we may appreciate the excellent progress achieved with respect to the Bogota targets, more progress must be achieved in light of how much more aware we all are of the socio-economic benefits of aviation, and the importance of the work we all do in support of related local prosperity outcomes.
18. By stimulating tourism and trade, air travel opens new markets and supply sources for local producers, contributes to increasing consumer benefits and choices, generates sustainable employment in both direct and indirect local businesses, and ultimately leads to enhanced prosperity and opportunities for local populations.
19. This dynamic also serves to expand the local tax base in cities and States, thereby providing local governments and State planners with a much more reliable foundation from which to target further air transport improvements and enhanced economic growth.
20. This Region's civil aviation sector has been expanding two times as quickly as SAM Region GDP in recent years, which further confirms for us that the stage is set to realize some tremendous further progress here.
21. This underscores as well the scope and potential of your work to ensure the sustainable growth of air traffic, as well as the fact that we must all work harder to convince local political leaders of the paramount importance of incorporating aviation infrastructure and related expansion and modernization priorities into their national development plans.

22. In this post-Bogota period we now find ourselves in, there has been broad agreement that your Region needs a more ambitious and longer-term strategy to continuously augment air transport connectivity and the benefits which derive from it.
23. These programmes and plans for aviation development must be developed in a collaborative manner with international agencies, for example regional organizations such as LACAC as well as with industry.
24. Indeed this approach is embedded in the Business and annual operating Plans of ICAO, and in this regard I wish to thank those of your who exchanged ideas on these points with us in Havana last month, which should help refine our ability to address related priorities.
25. In this regard I have been greatly encouraged by the new Pan-American Declaration you have adopted during the recent Fourth ICAO World Aviation Forum, not to mention the new SAM Plan for guiding this region with an inspiring vision to the year 2035, one fully aligned with the UN SDGs and ICAO's Global Plans.
26. Speaking of the GANP, GASP, and GAsEP, I wish to remind you that these highest-level planning documents set out our key expectations, priorities and targets for States, while making very critical contributions to the sector-wide effective implementation (EI) of ICAO's global standards.
27. With respect to the GASP and the GANP, I would like to extend ICAO's gratitude for your contributions to our recently-concluded 13th Air Navigation Conference, where the latest proposed revisions to these documents were reviewed in detail.
28. In terms of the GANP's capacity and efficiency expectations, we have been encouraged that SAM States are more aware than ever today of the urgent need for airport operators and air navigation service providers to manage Latin American aviation's increasing demand against current regional capabilities

29. With the help of your participation at the Air Navigation Conference, we also made excellent progress at this event on some related concepts which are very front-of-mind for aviation today: namely Air Traffic Flow Management (ATFM) and cybersecurity.
30. A key development in this regard concerned the conference's endorsement of the new ICAO Trust Framework.
31. Besides reinforcing our overall information security posture, the Trust Framework is also seen as critical to our sector's ADS-B, ATFM, SWIM, and CDM implementation ambitions in the years ahead, among the many other traffic management and surveillance capabilities which will rely on our sector's increasingly digital backbone.
32. The best way for SAM States to lend momentum to these results will be to accelerate SSP and SMS implementation, to continue supporting SRVSOP objectives, and to participate as actively as possible in the RASG-PA.
33. Your continued support for Regional Technical Cooperation Project RLA/06/901 is also critical, noting its impacts on regional coordination more broadly toward the GANP's recommendations, as well as to finalize your National Air Navigation Plans in close coordination with our Lima Office.
34. And lastly we should recall the key role of the new SAM Plan in promoting the alignment of State National Development Plans with GANP, GASP and GAsEP targets, and toward establishing a defined connection between your Air Navigation and Safety plans, as well as other relevant national plans.
35. From a more formal standpoint the Air Navigation Conference's recommendations are now set to be reviewed by the Air Navigation Commission and the Council, and subsequently will be headed to the 40th Assembly next September.
36. There, States will provide us with their consensus-based directions on how to adjust and transform civil aviation so that it can effectively accommodate and nurture some of the incredible innovations now emerging, sector-wide.

37. I refer here to the increasing deployment of drone technologies and traffic management solutions, the launch of autonomous, suborbital, and supersonic operations, as well as other cutting-edge capabilities derived from artificial intelligence and block chain technologies.
38. I consider it essential that ICAO works to integrate new entrants in the world of aircraft design and operation more meaningfully into our existing regulatory frameworks and processes.
39. And we must also ensure that those processes themselves become more responsive in terms of addressing and accommodating innovations more rapidly than is the case today.
40. Looking now to Aviation Security and the GASeP, I am greatly reassured that your Region now has a detailed Roadmap to follow.
41. We should appreciate together that a sustained level of secure and safe civil aviation operations contributes toward preventing human, economic, financial and other losses, and that a strengthened aviation security posture regionally provides a more conducive environment for economic growth and development.
42. Last week, ICAO convened our Global Aviation Security Symposium (AVSEC2018) and the second High-level Conference on Aviation Security (HLCAS/2).
43. There, hundreds of government, industry, and academic experts collectively explored our key AVSEC priorities and capabilities, and in the case of the High-level Conference delivered important recommendations for new standards and strategies for the consideration of the next ICAO Assembly.
44. Taking into account both the GASeP and United Nations Security Council resolutions 2309 (2016) and 2396 (2017), these events were very helpful in terms of guiding and refocusing our current considerations on risk assessments, security culture, the role of technology and innovation, oversight and quality assurance, and capacity building.
45. The key outcomes from the High-level Conference reaffirmed the critical importance of aviation security in the overall global civil aviation system, as well as the continued security threats and challenges faced by the international air transport sector.

46. More specifically the outcomes highlighted:
- That terrorist, cyber and insider threats continue to evolve and demand our vigilance, and that improved information sharing holds out potential to be explored in this regard.
 - That GAsEP implementation has been greatly appreciated, and that it provides opportunities to refine current security audit methodologies.
 - That Annex 17 has value as an aviation and border security resource, and that Annex 9 provisions, especially for Advance Passenger Information (API) and Passenger Name Record (PNR) data, can serve as key preventative resources.
 - And that greater coordination, cooperation and innovation will be key objectives as we now move forward together.
47. For SAM States, some key near-term priorities pursuant to these events should be the continued alignment of the ICAO/LACAC AVSEC/FAL Regional Strategic Plan with the GAsEP's 2020, 2023, and 2030 targets, coordinated under the SAM Plan.
48. For example two additional SAM States must attain 80 per cent USAP Effective Implementation in order for the region to achieve the GAsEP 2020 target which refers.
49. Continued actions, based on the GAsEP Regional Roadmap, are essential to fulfill the requirements of this important Plan.
50. You are also urged to consider entering into bilateral or multilateral agreements to facilitate sharing aviation threat, vulnerability, and risk information, and to develop cybersecurity strategies.
51. Lastly, emphasis on the Insider Threat led to recommendations that all Member States take practical steps to develop and implement security cultured programmes and implement multi-layered security measures.

52. Another very critical consideration I wish to raise today with respect to air transport growth concerns the greenhouse gas emissions being generated by international flights.
53. We are placing a high level of priority on the Environmental Protection activities being pursued at ICAO today, and these include not only the CORSIA preparations which many of your States are now engaged in, but also your State Actions Plans and the further environmental progress being achieved through rest of ICAO's basket of emissions mitigation measures.
54. Distinguished colleagues,
55. Much of what we are discussing in terms of our key strategic objectives for this Region today will require your States to directly invest in, or attract financing for, the modernized infrastructure and technologies being targeted.
56. ICAO's leadership consistently reinforces these points to the many heads of State, Ministers, and air transport officials we meet during our annual missions, and it's important to recall that success in these endeavours requires certainty, and that investor certainty in air transport is greatly dependent on local regulatory stability.
57. Shifting regulatory goal posts – especially concerning economic provisions which can have major adverse impacts on a proposed projects' financial models and targeted returns – are exactly the sorts of risks which the investors you may be seeking are trained to avoid.
58. Another key priority we must attend to collectively is human resources development.
59. SAM Region training organizations still lack the capacity required to produce the significant numbers of pilots, controllers and other skilled aviation professionals which will be needed to operate your network in the coming decades.
60. This brings to mind the continuing value and importance of ICAO's Global Aviation Training Office, and of our Next Generation Aviation Professionals (NGAP) programme.

61. ICAO's upcoming Global Summit for Next Generation Aviation Professionals, being held next week in Shenzhen, China, will be an excellent opportunity for you to explore some related issues and partnerships to address these concerns further.
62. Another key topic at our NGAP Summit will be aviation innovation.
63. We will be announcing three new innovation competitions there which will be undertaken with the support of ICAO's CAAs in 2019.
64. The competitions are intended to spur greater excitement in both aviation and innovation among global youth, and will be focused around three separate 'Ideas', 'Concepts' and 'Prototype' modules aimed at young girls and boys aged 6-12, 13-17 and 18-and-over, respectively.
65. While ICAO's new Future Aviation website will serve as the main coordination hub to accept and present contest submissions, and announce winners, we'll be counting on the help of State CAAs to reach out to local ministries of education and other logical outreach partners such as school boards and universities, in order to get the word out about these competitions to your countries' students.
66. Further information and tool kits for this purpose are now being prepared for you by our Secretariat, and this will be discussed more in the State Letter on the 75th Anniversary which will shortly be conveyed by ICAO.
67. This correspondence will also be highlighting how ICAO will be looking to our Member States more generally in 2019 to help us celebrate all that aviation has contributed, and is poised to further contribute, to the peace and prosperity of nations.
68. Nepal, for instance, has kindly offered to place an ICAO flag at the pinnacle of Mt. Everest during 2019, and we would be very grateful if ICAO's South American States could consider their own ways of locally celebrating the role of civil aviation in your nation's past, present and future.

69. Another landmark event now quickly upcoming will be the 40th ICAO Assembly next September, where we will all be meeting again to drive further progress on many of the items and priorities we have discussed together here today.
70. In closing now, dear friends and colleagues, I would like to express ICAO's deep appreciation for the role which each of you plays in driving our global priorities in your States.
71. I would also draw our attention once again to the landmark 70th Anniversary of ICAO's presence here in Lima, and congratulate and appreciate as we do the generous and longstanding support of the Government and people of Peru for the continuing and essential role which our Regional Office plays in South American civil aviation.
72. On that note of appreciation, ladies and gentlemen, I wish you all a very productive and engaging RAAC-16.
73. Thank you.