



# *Worldwide Symposium on Enabling the Net-Centric Information Environment*



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ICAO Headquarters, Montréal, Canada

## WELCOME ADDRESS

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**ICAO SECRETARY GENERAL**

Good morning ladies and gentlemen, welcome to this ICAO Worldwide Symposium on Enabling the Net-Centric Information Environment. I am delighted that you have taken the time to join us for what is expected to be an open and stimulating discussion on issues related to the transition from provision of traditional Aeronautical Information Services, known as AIS, to the broader concept of Aeronautical Information Management or AIM.

The corner stone of this new AIM concept is the net-centric information environment. It is a framework for human and technical connectivity and interoperability that allows all air traffic management users and partners to share the information they need, when they need it, in a form they can use, understand and act on with confidence.

Air transport has evolved to become a key enabling component of the world economy and, as global economies expand, the demand for air transportation grows accordingly. Airport and airspace congestion in some parts of the world is currently stretching air navigation and ground facilities to the limit. Moreover, air traffic is forecast to increase at an average annual global rate of 5.8 per cent over the next three years, with double-digit figures expected in high-density areas. Airspace and airport capacity must be increased to absorb this demand. And since traditional methods of increasing capacity are nearing exhaustion, new and improved methods and concepts are needed to maximize the exploitation of existing capacity and to add capacity wherever possible.

In order to open up the latent capacity in the Air Traffic Management (ATM) system and to create new capacity, ATM must evolve to be able provide the necessary capacity in a safe, timely, efficient and cost-effective way. Airspace and airport operations will be fine tuned to maximize the use of available runway and terminal area capacity and to deliver further increases in safety and efficiency for all phases of flight. As a consequence, the providers of aeronautical information face new challenges in having to support increasingly prevalent and data-reliant computer-based navigation applications and decision support tools.

The AIM concept relies on complete and quality assured data. For many geographic areas and aviation needs, however, we have not made sufficient progress to supply this quality data. Aviation operations are a complex interaction of dissimilar activities which require data that can be shared and understood by different computer systems. Today, even when good quality data is supplied, the sharing of this data is frequently limited, and its coordination and management often deficient.

To meet the present and future requirements of airspace users in a cost-effective way, a very significant change is required. The long-established provision of aeronautical information based on predetermined products has to be replaced by a dynamic, data-driven and systems-oriented solution in which timely and reliable data are made accessible to all users of the ATM network at any time, whether on the ground or in the air. To accomplish this, traditional product-centric Aeronautical Information Services must make the transition to a broader concept of data-

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centric Aeronautical Information Management. This would be the first major step in the evolution of a net-work-centric information environment for ATM. With the rapidly emerging developments in the ATM system, this is a step that cannot be delayed.

At this Symposium we will receive up-to-date information on the emerging ATM system; we will explore scenarios for the transition from AIS to AIM; we will consider strategies for mitigating the risks of change; and we will look at existing State responsibilities with respect to the provision of information, as well as principles of cost recovery and ownership of information.

Most importantly, however, together we must explore the legal and institutional challenges of the information-sharing environment, which could hinder the transition from AIS to AIM, and identify key issues that may be addressed through ICAO. These are global challenges that require harmonized global solutions.

You have a busy few days ahead of you. I wish you successful deliberations and a rewarding and productive meeting.

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