



International Civil Aviation Organization

WORKING PAPER

A40-WP/505

P/10

9/9/19

(Information Paper)
English only

ASSEMBLY — 40TH SESSION

PLENARY

Agenda Item 8: Statements by Delegations of Member States

STATEMENT BY MR. KHAW BOON WAN, COORDINATING MINISTER FOR INFRASTRUCTURE AND MINISTER FOR TRANSPORT, SINGAPORE

(Presented by Singapore)

President of the Assembly,
President of the ICAO Council, Dr Olumuyiwa Benard Aliu,
Secretary-General of the ICAO, Dr Liu Fang,
Distinguished Delegates,

A MOMENTOUS YEAR FOR ICAO

1. This is a momentous year for ICAO as it celebrates its 75th Anniversary. Since its establishment, ICAO has lived up to its promise of advancing friendship, cooperation and socio-economic development across the world, through international civil aviation. It does so by setting standards, promoting their adoption and enforcing compliance fairly. International civil aviation has shrunk the world and ICAO has been its greatest champion and facilitator.

2. ICAO has fulfilled its mission by taking a progressive and enlightened approach. In particular, it is alive to continuous technological innovations in the industry and has actively facilitated their introduction in a safe and robust manner. The result has been an explosion of global air travel by people and businesses. ICAO's actions have enabled mankind to "conquer the skies, ensure the attainment of higher levels of welfare for entire populations, and create a highway for world commerce" (from ICAO bulletin for the 1958 World's Fair).

A MORE COMPLEX FUTURE LANDSCAPE

3. What will the next 75 years be like? Demand for air travel will surely grow. Air transport will remain the quickest mode to connecting the world. But with air traffic volume rising, so will its complexity.

4. First, technological progress. Aviation is going beyond traditional operations. New aircraft types and greater automation will bring new risks and demand satisfactory attention to human

interface issues. Novel uses of drones will compete for limited airspace, while their abuse can endanger and disrupt normal air travel.

5. Second, digitalisation. Digital innovations will enhance efficiency, introduce new business models and generate new insights. Equally, their abuse in the hands of the irresponsible will increase cyber-security risks.

6. Third, climate change. Severe storms and unusual weather patterns have begun to affect aviation performance and capacity. Aviation's contribution to climate change, if not well managed, may lead to widespread changing attitudes towards flying.

7. ICAO should lead the aviation community to come together to decisively address this more complex landscape.

8. We should embrace innovation and technological advancements to improve operations and enhance jobs in the aviation sector. Governments need to update regulations and pilot regulatory sandboxes to support innovations and explore new ways for win-win partnerships, like building incubators. Governments must be mindful of workers feeling threatened by automation, worrying about losing their jobs and becoming obsolescent. They must help workers to re-skill and up-skill, to remain relevant.

9. Equally important, we should uphold the fundamentals of safety, security, efficiency, sustainability, and equality of opportunity. These are contained in ICAO's SARPs, Global Plans, CORSIA, guidance and policies. New concepts and solutions should reinforce the fundamentals. This will preserve the trust and confidence of the traveling public. In particular, we must reaffirm ICAO's leadership on aviation environmental protection and work on the successful implementation of CORSIA.

10. Above all, we must work in unison. By exchanging experiences, helping one another, and collaborating on initiatives, we can move forward together. Such a cooperative approach is key to accelerating the implementation of Air Traffic Management initiatives, to bring us closer to seamless skies; for example, space-based ADS-B to achieve complete situational awareness, which ground-based surveillance cannot provide. To get there, ICAO, States, regulators, ANSPs, airlines and technology providers have to work together to secure buy-in globally. Collaboration is critical, given the diversity in capabilities and resources among States and other stakeholders.

CONCLUSION

11. The future is uncertain and we do not have all the answers now. But our history provides a beacon for us to build the future together. ICAO's past 75 years have shown that we can grow aviation with new elements, and still keep it safe, efficient and sustainable, for the benefit of all. ICAO's leadership is critical and Singapore is firmly behind ICAO as we jointly shape aviation in this complex landscape.

Mr. Khaw Boon Wan,
Coordinating Minister for Infrastructure and Minister for Transport