



**Keynote address by the  
Secretary General of the  
International Civil Aviation Organization (ICAO)  
Mr. Juan Carlos Salazar  
to the 2021 CANSO Latin American Conference**

*(Virtual event – 16 November 2021)*

1. I must begin by thanking Mr. Simon Hocquard, Director General of CANSO, for the very kind invitation to address you here today.
2. It's admittedly been a tough time for aviation, and consequently for ANSPs, but the pandemic has also given us all time to pause and gather our thoughts and ask ourselves: *What does the future of ATM hold, and who will realize it?*
3. The answer is all of us, of course, and ANSPs must be very actively involved.
4. Collaboration is absolutely the key to more advanced and efficient Air Traffic Management, whether in Latin America or around the world.
5. As we're seeing almost daily today, with respect to the incredible aeronautical, renewable energy, and digital innovations taking place, aviation is a dynamic industry, and one where change is inevitable and necessary.
6. The safe management of change, and a focus on ANSP Safety management system (SMS) interfaces with external organizations, including new emerging organizations, will be key to continued safety assurance.
7. Efficiency, meanwhile, will be best realized in terms of collaborative decision-making on air traffic flows and the implementation of new separation minima.
8. I would also suggest that we can shape these flows in more efficient ways by looking at the wider horizon – meaning not just regional but inter-regional, and even globally-coordinated flow management.

9. In terms of how ICAO can help, and looking firstly at the regional and inter-regional context, the integration efforts of Regional Technical Cooperation projects are more relevant now than ever.
10. ICAO's South American accredited States, together with the SAM Regional Office in Lima, created these project platforms to foster improved collaboration among States and ANSPs on the implementation of improvements for ANS services.
11. This delivers clear benefits in terms of cost-effectiveness, and specific projects serve to facilitate the planning and progressive implementation of ATM and CNS elements aligned with ICAO's Global Air Navigation Plan (GANP).
12. An excellent recent example of a cooperative inter-regional approach is the Regional Airspace Optimization for the NAM CAR Regions project, the first meeting of which was held last month.
13. ICAO, IATA, and CANSO, through its CADENA ATFM Data Exchange Network for the Americas, are the key partners involved.
14. The goal of this new project is to review local airspace management taking into account current projects, and to explore additional new ways to optimize and harmonize it to meet growing demand.
15. We're also leveraging it to help identify new operational improvements where we can gain efficiency, lower carbon footprints, and harmonize with adjacent regions.
16. This plan has also been purpose-built to be able to evolve with and leverage future innovations, and with the latest FAA projections for 5.7% annual regional growth through 2041, we will need to innovate further to address the traffic volumes this will lead to.
17. Another regional project driving important progress is the Multi-Regional Civil Aviation Assistance Programme (MCAAP).
18. CANSO has been very actively supporting its members in this context and very positively impacting the level of implementation being achieved by Latin American States.
19. 2021 objectives under this initiative include optimization of the upper airspace infrastructure in the Port-au-Prince FIR, and ensuring needed regional assistance for the development of the CANSNET network

20. In 2022 it will address Caribbean airspace development, capacity-building for National Air Navigation Plans, new guidance materials to enhance Air Navigation Services safety oversight and the establishment of a new ATS incident report and analysis system, and the AIM Tracking website.
21. ICAO's NACC Office in Mexico City, in conjunction with CANSO and other industry stakeholders, are also developing guidelines to assist Caribbean States with the development of their ATM-related cybersecurity policy manuals, one of the key pillars of the ICAO cybersecurity strategy.
22. This assistance was developed in close collaboration with CANSO, and is fully in line with recent ICAO Assembly resolutions addressing cybersecurity risks for air navigation services.
23. I would also like to appreciate here CANSO's other contributions specifically in the NACC Region, whether on post-COVID-19 aviation recovery activities, the automation work ongoing in Haiti and Curacao, PBN and ATFM implementation, and the many other areas of active partnership we're seeing progress with today.
24. Similar great results are being seen in SAM Region States, with the vision of a single South American airspace being boosted with the aviation recovery phase.
25. Additional items to appreciate include the network capacity upgrades being achieved under the REDDIG initiative, and the overall safety benefits which are being revealed in rising USOAP performance indicators.
26. Regional contingency planning and response is another very critical current priority for this Region, and CANSO and the CADENA initiative are playing an important role here with regional ANSPs.
27. Due to the recurrent nature of natural disasters and their potentially acute repercussions to air navigation continuity, this collaboration and the joint efforts it encourages are vital at this time.
28. Just as crucial to local ATM success is the current updating of the regional air navigation plan to include specific regional requirements for ATFM implementation and collaboration.
29. This is one of the areas where enhanced joint efforts with CANSO would bear significant benefits, especially in light of the growing need for the establishment of effective regional traffic management agreements.

30. At the global level, CANSO's collaboration with ICAO's core work on Standards development has also been greatly appreciated, including current expert group work regarding Safety and change management, System Wide Information Management (SWIM), integration of remotely piloted aircraft systems and unmanned aircraft systems more broadly, as well as Trajectory-Based Operations (TBO).
31. Regarding this latter priority, we must recall that collaboratively developed, managed and shared 4D flight trajectories can serve as a common reference for decision-making across all stakeholders, ensuring that the flight paths being flown are as close as possible to what operators want to fly.
32. The changes to the aviation system resulting from the introduction of new entrants will be dramatic for all stakeholders, whether they are unmanned aircraft operating at low level, passenger carrying "air taxis", and large remotely piloted aircraft mixing with conventional aircraft or very high altitude and stratospheric aircraft. .
33. CANSO's leadership role on behalf of the ANSPs and its contributions to the on-going work at ICAO to develop regulatory frameworks for these new entrants will be key to a smooth evolution of the system.
34. Other important areas of current SARP development being aided by our partnership include the development of more efficient separations utilizing new and emerging technologies.
35. These improve ATM efficiency in free route airspace by permitting traffic to flow along user preferred routes, instead of ATM imposed route structures based on ground-based navigation aids.
36. Lastly but also very importantly, I would acknowledge and appreciate CANSO's tremendous support with the development of ICAO's Global Plans for Air Navigation and Aviation Safety, the GANP and the GASP.
37. These are critical and strategic living documents that provide an up-to-date indication of the future of air navigation and safety, and therefore a roadmap for investment in new capabilities and implementations for State and ANSPs benefit.
38. All of this ongoing work facilitates the collaboration needed to move ATM into the future.
39. Air navigation service providers, and, accordingly CANSO, are at the heart of such collaboration and will be pivotal to this evolution.
40. I would also underscore how critical these efforts are for the immediate future, as capacity steadily increases as we recover, and safety performance needs to be closely monitored and fully assured.

41. I conclude by wishing you a successful conference which provides us another beneficial opportunity to come together as an aviation community to discuss priority initiatives for the future of the air navigation system.
  
42. Thank you.