



**Keynote address
by the Secretary General
of the International Civil Aviation Organization,
Mr. Juan Carlos Salazar,
to the ICAO-EUROCONTROL
Global Civil-Military Aviation Summit**

(Recorded video message - 22 June 2023)

1. It is my great pleasure to open this event, and I regret not being there in person due to previous commitments.
2. I wish to express my sincere gratitude to Mr. Raúl Medina, the Director General of EUROCONTROL, both for his kind invitation today, and for his enduring support, engagement, and partnership with ICAO. I was also pleased with my productive and successful visit to Eurocontrol last month.
3. This Summit is a milestone in renewing our commitment to work together, to realize mutually beneficial civil-military airspace cooperation, and safe, efficient, secure, and sustainable skies.
4. Enhancing the implementation of the Flexible Use of Airspace Concept globally, is a **first and highest priority** in terms of achieving our shared objectives, and to optimizing all related operations.
5. Further to the publication of our 2021 *Manual on Civil-Military Cooperation in Air Traffic Management*, ICAO has been conducting numerous workshops to support States.
6. These have also benefitted tremendously from the improved regional coordination established during the COVID-19 pandemic, and I would like to take a moment here to commend the related efforts and outcomes of the European Aviation Crisis Coordination Cell.

7. Addressing future requirements is a **second important priority**, given the incredible pace of aeronautical and propulsion innovation, and the need to integrate new generations of aircraft and new entrants to both civilian and military benefits.
8. Additional ICAO developments are being pursued today in the context of a number of new airspace concepts and approaches that will have important impacts on civilian and military airspace coordination.
9. One example is the ‘FF-ICE’ concept, pertaining to Flight & Flow Information for a Collaborative Environment, which addresses the limitations and constraints of the current flight planning mechanism.
10. FF-ICE will enable the transition to a fully collaborative information environment, where a flight trajectory is shared and optimized during all phases of a flight employing trajectory-based operations (TBO).
11. Air traffic flow management (ATFM) is another important airspace management development, and one which is now being appreciated for its safety and sustainability benefits, in addition to the congestion avoidance it was designed to address.
12. The ATFM evolution is about ensuring that air traffic control capacity is optimized and utilized to the maximum extent possible, and its implementation importantly serves to intensify international collaboration and information sharing.
13. ATFM also relies on coordinated ATM contingency measures and recovery plans, and throughout the pandemic it demonstrated its effectiveness in terms of managing airspace disruptions, prioritization and exemptions, and regional and inter-regional traffic flows, in a collaborative and harmonized manner.
14. Remotely piloted aircraft systems (RPAS) is another key area in the civil-military domain, and ICAO has been hard at work developing new provisions for their licensing, airworthiness, operations, C2 Link, detect and avoid capabilities, and other airport and ATM requirements.

15. We have also developed model unmanned aircraft system (UAS) regulations for States, which specifically address demands for airspace access by smaller unmanned aircraft outside of the conventional ATM system.
16. ICAO has also started to work on advanced air mobility (AAM) operations, which will require new communication, navigation and surveillance (CNS) systems, and new sources of aeronautical information, all in a highly digitalized environment.
17. With respect to Higher Airspace Operations (HAO), while we are still years away from regularized operations, there is much to prepare for.
18. Higher airspace functions can be provided at a fraction of the cost of space-based solutions, promise significant benefits in terms of remote access, humanitarian and disaster relief, and planetary system monitoring, and should serve as another breeding ground for strengthened civil-military cooperation.

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19. Concerning the resilience of the international air navigation system, we must recognize the challenges associated with new emerging digital technologies and processes that can expose the system to cyber-attacks, which can disrupt operations at a local or regional scale.
20. ICAO is very focused on these threats, and we are working closely with a broad range of air transport and other stakeholders to safeguard our networks digital identity management, and assure the resilience of aviation's digital infrastructure and systems.

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21. Ladies and gentlemen, as we look ahead to the near- and medium-term, we should take note that countries adopted ICAO Assembly Resolution A41-10 last October, which addresses the approval of State aircraft to operate in airspace where reduced vertical separation minimum (RVSM) is applicable.
22. This helps to underscore why ICAO standards in this area focus on the importance of effective coordination among all airspace users, which is **a third key priority** in this area, and why we find ourselves gathering again here today.

23. I will conclude today by reaffirming ICAO's strong commitment to work collaboratively with States and International Organizations to address this and all other emerging developments, and to foster improved civil-military aviation cooperation in every country and every region.

24. Thank you for your attention and I wish you a successful summit.