



**Keynote remarks
by the Secretary General of the
International Civil Aviation Organization (ICAO),
Mr. Juan Carlos Salazar,
Meeting with the Israeli Aviation Industry Leadership**

(28 August 2023, Tel Aviv, Israel)

1. I wish to express my thanks to the Director General of Civil Aviation of Israel, Mr. Shmuel Zakay, for his kind invitation to address you this evening, as leaders of the Israeli Aviation Industry.
2. Since last year, the air transport sector has achieved some major milestones in terms of traffic recovery and reconnecting the world, and underpinning all of this activity has been a tremendous new international consensus on aviation sustainability.
3. With the adoption of the Long-term Global Aspirational Goal (LTAG) at ICAO's Assembly last October, and the earlier commitment to NetZero2050 by the world's major industry groups, I have begun seeing a major mobilization across this sector.
4. But in addition, important near-term CO2 emissions reduction solutions, such as Sustainable Aviation Fuels – SAF - and other Cleaner Energies, are engaging some new and very enthusiastic partners for aviation, and most notably from the global finance and energy sectors.
5. Regarding SAF in particular, I have every confidence that the multilateral momentum being generated will help provide countries with everything they will need to optimize their production and distribution potential.
6. ICAO has already placed numerous tools and resources at countries' disposal to do so, and our Assistance, Capacity-building and Training for Sustainable Aviation Fuels (ACT-SAF) programme is specifically designed and delivered to help you get started on your sustainable fuel journey.

7. It has become clear through the early stages of this evolution to SAF, that ICAO can have immediate and direct impact by serving as a trusted facilitator for related projects between the States who need assistance getting these capacities off the ground, and the global donors and investors they will need to make that happen.
8. This role could include establishing a Clearing House for decarbonization projects, developing Financial Instruments and Risk Mitigation Mechanisms, and the fostering of specific Public-Private Partnerships, among other functions.
9. This and many other related topics will be discussed when countries meet to establish a new set of global targets for SAF implementation at our upcoming third Conference on Aviation Alternative Fuels (CAAF/3) in Dubai, UAE, at the end of November.
10. I strongly encourage Israel to participate and actively engage in this event, which will be an essential milestone towards the achievement of the Long-term Global Goal we're now collectively working toward.
11. We're also holding a hybrid pre-CAAF event on 25 and 26 September, in order to consult with States on the outcomes we can hope to achieve in November.
12. In addition to sustainability, enhanced resilience against public health events and other risks will remain fundamental for our sector's viability and profitability going forward.
13. States and the aviation industry need to remain engaged and results-driven toward strengthening related crisis preparedness and management frameworks.
14. Both international and national collaboration mechanisms remain key to success in this area, and in particular via well-resourced National Air Transport Facilitation Committees.
15. Another critical risk to be addressed by global air transport is cyberattacks.

16. And this too is an area where joining forces to cost-effectively enhance our individual and collective resilience will put us on a path to the most successful outcomes.
17. Be it to ensure the security of a flight with hundreds of passengers on board, or to protect the systems and information vital to safe and dependable operations for global connectivity, the challenges in this area are significant, and the only way to meet them head on is through the effective public/private consensus and the international cooperation our sector has always excelled at.
18. States called upon each other at our last Assembly to take actions to address these new and evolving threats, and I know that Israel is a leading force in the area of cyber resilience and that its aviation industry can play a major role in this work.
19. Another very important factor in aviation efficiency and sustainability going forward is the incredible pace of innovation now transforming our understanding of modern aeronautics and propulsion.
20. This evening I would like to specifically address the innovations taking place in unmanned aircraft systems (UAS), remotely piloted aircraft systems (RPAS), and UAS traffic management systems (UTM).
21. With respect to the development of unmanned aircraft, a first priority for ICAO, in keeping with our mandate to support international air navigation, is the development of RPAS Standards and Recommended Practices (SARPs).
22. This work applies specifically to the certified category of international unmanned operations, which is a foundational component of the overall evolution that will lead us to advanced air mobility, particularly in its international dimension.
23. In addition to the work already completed for remote pilot licensing, the C2 Link, and airworthiness, ICAO is also now finalizing standards for RPAS operations, air traffic management, detect and avoid requirements, and airport operations.

24. I would like to take a moment at this time to recognize the work of ICAO's RPAS panel in conducting this work, and in particular the contributions of the vice-Chairperson of the panel, Mr. Benny Davidor, the member nominated by Israel, and our thanks go out to him and to the State of Israel for supporting this essential work.
25. A second key priority for ICAO in this area is to help national authorities and industry design, develop, and implement fit-for-purpose regulations for UAS drone operations which fall outside of the scope of current international instrument flight rules (IFR).
26. For that purpose, we have developed model UAS regulations, training courses and specific guidance material for humanitarian operations, as well as tailored implementation packages or 'iPacks' to help States establish their national regulations for smaller UAS.
27. Regarding the third priority, UAS Traffic Management, I have noted with great interest that the aim of INDI is to create a mature and sustainable UTM framework, including by completing demonstrations of several u-Space Service Providers (USSP).
28. As the global forum for the development of aviation, ICAO is very interested in benefitting from the lessons learned during these activities, which I understand cover the delivery emergency medical supplies and applications, commercial goods, and food by air, and even in dense urban areas like Tel-Aviv.
29. Many of you are no doubt familiar with ICAO's annual DRONE ENABLE symposiums, which bring together the unmanned aviation world, including industry, academia, government and international organizations.
30. An important outcome from these recurring events is the continuous development of ICAO's UTM Framework, which provides States who wish to deploy a UTM system with a basic framework and the core capabilities of a "typical" UTM system.
31. This brings to mind Israel's important technical contributions during our last DRONE ENABLE symposium, where participants were briefed on experiences and best practices from INDI.

32. Among the many valuable points made on that occasion by Mr. Libby M. Bahat, from the Civil Aviation Authority of Israel, was the creation of a “versatile sandbox to enable effective development of regulation and industry growth”. This is of particular interest to our efforts towards regulatory convergence.
33. A fourth priority for ICAO in this area is Advanced Air Mobility (AAM).
34. At our 41st Assembly last year, States formally recognized that this very rapidly evolving area of civil aviation requires a dedicated expert group, and our new Advanced Air Mobility Study Group (AAM SG) has now accordingly been established.
35. Mindful that some areas of standardization need immediate action, one of this group’s first tasks will be to help us develop some near term guidance material based on the lessons and best practices already learned from early AAM implementation.
36. One essential enabler for unmanned aviation deployment is artificial intelligence (AI).
37. The capabilities it offers are already considerable, and one example is the increased ability for unmanned aircraft to navigate complex environments and avoid obstacles, as well as assessing and analyzing surface information.
38. Sectors already benefitting from aviation AI include agriculture, with the assessment of crop health, more efficient application of fertilizers, and optimization of irrigation.
39. And it is also changing the way we work in terms of aerial terrain analysis, 3D mapping, and even the location of missing persons in disaster recovery and other emergency situations.
40. In order for the numerous benefits of unmanned aviation, assisted by AI, to materialize, several factors clearly need to be addressed.
41. These include the availability of adequate infrastructure, regulatory harmonization, the interoperability of systems, dependability of results, public acceptance, and environmental protection.

42. Ladies and gentlemen, in concluding today I'd only wish to stress how these developments I've raised all point out very clearly that aviation is literally transforming before our very eyes today, and also form part of the ICAO Priority Focus Areas endorsed by the ICAO Council for the current triennium from 2023 to 2025.
43. These Priority Focus Areas, include the Long-term Global Goal to NetZero 2050 operations, cybersecurity, new entrants and advanced air mobility, and the crisis response management activities which I have discussed here today.
44. In addition, we are also re-assessing ICAO's global auditing and monitoring activities, and notably how we link their data and results in realtime to the design and roll-out of the capacity building and implementation support which developing States depend on us for.
45. I would also wish to emphasize that ICAO is transforming too, in order to remain a relevant and efficient nexus for global aviation cooperation and progress.
46. This Transformational Objective we have embarked upon this year is an Organization-wide process, targeting the digitalization of our systems, the modernization of our workplace culture and productivity tools, and the streamlining of our processes and operations. In this regard, I invite Israel to consider contributing to this ICAO transformation effort with a donation of funds for the implementation of transformation projects and/or the secondment of a professional for a 2 year assignment to the transformation team in my office at ICAO Headquarters.
47. Please let me stress again the critical importance of continuous and effective collaboration between regulators and the industry to all of these objectives, and invite Israel and its aviation sector to continue to engage through ICAO toward a more sustainable, resilient and innovative air transport network that maintains the highest levels of safety, security, and efficiency.
48. Thank you.