



**Opening Remarks
by the Secretary General of ICAO,
Mr. Juan Carlos Salazar,
to the 2023 ICAO Air Navigation World**

ATM Procedures Today

(Singapore, 23 October 2023)

1. As the Secretary General of the International Civil Aviation Organization, it is my great pleasure to welcome you to ICAO's second Air Navigation World event. While August's event in Montreal focussed on Shaping the Skies of Tomorrow, the Singapore edition is dedicated to *ATM Procedures Today*.
2. I wish to express my gratitude to the Civil Aviation Authority of Singapore for hosting this important event in the beautiful city of Singapore. All of the cooperation, support, and excellent facilities you have provided for us are truly appreciated.
3. The hosting of this event reflects Singapore's positioning as a champion of ATM implementation. Supporting Singapore, and indeed all the States in the Region, in the planning and implementation of the ICAO provisions, is the Asia Pacific Regional office in Bangkok, and the Regional Sub-Office in Beijing.
4. The work of these Offices has assisted the Asia Pacific Air Navigation Planning and Implementation Regional Group to provide the Seamless Air Navigation Services Plan, based on the Global Air Navigation Plan. The Seamless ANS Plan aims to develop and deploy ATM solutions to ensure safety and efficiency, and some of the procedures you will learn about here will be included in the Plan.
5. Here, at this event, we will be focussing on the implementation of ATM procedures, some, that have been around for a while now. You will have the opportunity this week to further your knowledge, as well as learn effective methods for their implementation.
6. We have before us a very significant opportunity to greatly improve the efficiency and environmental sustainability of the global air navigation system.

7. We therefore see this forum as a very timely opportunity for an open dialogue, among all aviation stakeholders, on how to best overcome operational and implementation challenges.
8. As I look across this room today and appreciate the breadth of expertise and experience of our participants, I am confident that the variety and quality of the insights and perspectives we'll hear in the coming days will greatly enrich our understanding of the challenges ahead.
9. Alongside this, ICAO has arranged an industry exhibition of current and emerging technologies, along with several SkyTalks on topics of interest.
10. I would like to express our gratitude and appreciation at this time to all of our exhibitors, sponsors, and presenters for their generous contributions to the success of this event.
11. With air traffic demand now approaching, and in some regions even surpassing, pre-pandemic levels, the need for more sustainable operations is becoming increasingly acute.
12. The appetite of the air transport customer base for reduced environmental impact will only grow, and air transport sustainability in that context becomes not only a moral imperative, but also a basic economic and social consideration.
13. As we're all aware, countries and industry groups have aligned their objectives for carbon neutral international flights by 2050.
14. This Long Term Aspirational Goal, or LTAG, will rely on multiple factors, including air traffic flow management, more efficient air navigation routes, and reduced separation minima. Operational measures must deliver eleven percent of the needed CO2 emission reductions.
15. These measures could and should be implemented today, and your discussion of the challenges will encompass data link operations, free route airspace, and the transition into a collaborative environment for the management of flight and flow information.
16. Other important topics which will be addressed over the coming days focus on specific current and future challenges and opportunities, such as contingency planning and crisis response, and the global aeronautical distress and safety system. At this point, some of you will be seeing a link between the agenda at this AN World and the recent decision by the ICAO Council to place emphasis on a set of priority focus areas. These include LTAG, implementation support and crisis response.

17. Your consideration of the ways in which current technologies and procedures can support the evolution of ATM to meet the expectations of the aviation community, with an eye on future topics such as advanced air mobility, another priority focus area, will provide you with a thorough basis for important choices for performance improvement.
18. Whether your discussions this week are focused on implementation success stories, or challenges still to be overcome, I wish to encourage everyone present to be curious and courageous in your explorations, and open and adventurous in your consideration of what you can make possible for aviation with the knowledge you will exchange here this week.
19. I would now like to return to the very real challenge that we all face in turning ideas into reality.
20. The PANS-ATM contains many procedures which can benefit the global aviation community if effectively implemented. While not all procedures will be necessary in all airspaces or airports, careful selection of those that are applied will lead us to a higher performance future for air navigation. This week will provide you the details you need to select and implement these procedures.
21. I therefore wish to encourage all States and stakeholders to select those procedures that can bring the most benefit, and implement them in a fully informed and cooperative manner, something ICAO can assist you with.
22. As another priority focus area, ICAO's Implementation support efforts are critical to achieving our global safety, security, efficiency, and sustainability goals.
23. We understand that challenges in achieving high levels of effective implementation have repercussions beyond any one State's national borders, and that we have an obligation to support countries by identifying common challenges and working together to achieve cost-effective, collaborative implementation support solutions.
24. As a standards-setting body, ICAO's global influence is measured in part by how widely and effectively its Standards and other guidance materials are implemented.
25. Our implementation support priorities fall within three critical areas.
26. First, we must facilitate a participatory and data-informed Standards-making process, one that addresses existing and emerging global needs.

27. Second, we must not only commit ourselves to developing Standards that best align stakeholder goals with the implementation capacity of States; we must also develop and make available products and services to address implementation gaps where these exist.
28. And finally, to aid States facing more profound resource constraints, we must undertake the necessary resource mobilization activities to ensure no country is left behind.
29. I would like to take this opportunity to highlight that ICAO provides the collaborative platform and technical support for this, meaning none of what we achieve would be possible without the expertise, commitment, and support of the various national, regional and international organizations.
30. An illustration of ICAO's renewed prioritization of implementation support is reflected through the evolution of ICAO's Technical Cooperation Bureau to the new Capacity Development and Implementation Bureau.
31. It more accurately reflects our commitment to all implementation support activities, including those focusing on ATM. This work can only be done if we come together and pool our data, expertise, and resources for the benefit of all States.
32. It is worth underscoring that Air Navigation Services are a foundational element of a safe and efficient global transportation system. As a technical discipline, Air Navigation Services span all eight critical elements of a State's effective safety oversight system.
33. This is in part why ICAO offers over 100 training courses designed to help States confront their most significant Air Navigation Services challenges. Whether your needs involve charting and procedure development, telecommunication and information management, or meteorological and air traffic services, ICAO has products and services that can help.
34. Before concluding today, I would like to reiterate the opportunities we have available to us at this Air Navigation World event, having brought leaders and key decision-makers together to develop new insights on how to overcome challenges to the implementation of the ATM procedures that are available to them.
35. I must emphasize the need to continue enhancing our global collaboration mechanisms, especially as many of the procedures discussed at this event require cooperation between neighbours to be truly effective.

36. In short, over the next few days we can identify ways of implementing solutions that will propel us on a much more direct course for global air transport, ensuring we meet the LTAG, while simultaneously overseeing the safe and sustainable growth in system capacity.
37. On that point, I wish you all a successful event.
38. Thank you.