



# ICAO NEWS RELEASE

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## **"FLYING SAFELY INTO THE 21<sup>ST</sup> CENTURY" THE THEME FOR THE 1998 EDITION OF INTERNATIONAL CIVIL AVIATION DAY**

**MONTREAL, 2 December 1998** – "Flying Safely Into the 21<sup>st</sup> Century" is the theme of the 1998 edition of International Civil Aviation Day, which is celebrated annually to mark the creation of the International Civil Aviation Organization (ICAO) on 7 December 1944.

"As we near the end of the 20<sup>th</sup> century, air transport is recognized as the safest mode of travel in the world. The strict adherence to international civil aviation regulations and the modernization of global air navigation systems are necessary to maintain this high degree of aviation safety throughout the 21<sup>st</sup> century," says Dr. Assad Kotaite, President of the Council of ICAO.

### **Standards and Recommended Practices**

Regulations governing international air transport are contained in the *Convention on International Civil Aviation* and its 18 Annexes, and are referred to as SARPs, or Standards and Recommended Practices. Under the *Convention*, responsibility for implementing the SARPs rests with the 185 Contracting States of ICAO.

Although many Contracting States meet and often surpass the ICAO standards, others do not, primarily due to the lack of adequate resources, expertise or proper civil aviation infrastructure. In such cases, ICAO's Technical Co-operation Programme provides the required assistance for States to meet SARPs and other safety-related requirements.

ICAO's Universal Safety Oversight Audit Programme also promotes the universal implementation of SARPs through mandatory and systematic audits of the civil aviation infrastructure in all Contracting States, with a view to identifying and correcting deficiencies and shortcomings in safety-related areas.

The umbrella for all safety-related activities of the Organization is the ICAO Global Aviation Safety Plan (GASP), which focuses on those current or planned initiatives judged most effective in reducing the accident rate.

### **CNS/ATM Systems**

The world-wide implementation of CNS/ATM systems, which involves the application of satellite and computer technologies to communications, navigation, surveillance and air traffic management, is also essential for the safe and orderly growth of civil aviation in the 21<sup>st</sup> century.

It is precisely the consistent increase in the number of commercial flights, and the subsequent pressures exerted on already congested airport, air traffic control and air navigation facilities that is the primary reason for the installation of this global air navigation system of the future.

Implementing the primarily satellite-based CNS/ATM systems will make it possible to increase the number of aircraft that can fly safely and efficiently in a given airspace. The objective of the world aviation community is nothing less than a system which provides aircraft operators with the freedom to choose a preferred flight plan with minimum constraints, while maintaining or increasing existing levels of safety.

### **A Unique Co-operative Effort**

Reviewing the safety-related accomplishments of the past year, the Secretary General of ICAO, Mr. Renato Cláudio Costa Pereira, pointed to a new era in civil aviation, "in which all of our energies are totally committed to a single, universal and harmonized air transport system, focused on the individual. It is a renewed consciousness that we are all here for one reason, to contribute to the betterment of life on earth through civil aviation."

"The universal implementation of ICAO SARPs and of CNS/ATM systems will require an unprecedented level of co-operation among countries and a corresponding level of global co-ordination in all aspects of civil aviation safety," emphasized Dr. Kotaite.

"Safety is not a national issue, nor is it a regional or continental issue. It is a global issue. Human beings travel all over the world across political boundaries. They are entitled to a uniform application of internationally recognized safety standards wherever they may go." he concluded.

ICAO was created in 1944 to promote the safe and orderly development of civil aviation in the world. A specialized agency of the United Nations, it sets international standards and regulations necessary for the safety, security, efficiency and regularity of air transport and serves as the medium for cooperation in all fields of civil aviation among its 185 Contracting States.

**Message from the President of the Council of the  
International Civil Aviation Organization (ICAO), Dr. Assad Kotaite,  
on the theme "Flying Safely Into the 21<sup>st</sup> Century"  
for the world-wide celebration of International Civil Aviation Day  
on 7 December 1998**

Aviation safety is the fundamental *raison d'être* of the International Civil Aviation Organization (ICAO). It is embedded in the mandate of the Organization, which is to promote the safe and orderly development of international civil aviation through the establishment of Standards and Recommended Practices, or SARPs.

Since the creation of ICAO in 1944, the growth of civil aviation has been phenomenal. In 1945, there were barely 9 million passengers on the world's airlines scheduled services. In 1997, that figure rose to 1.5 billion passengers. At this rate of growth, the total could reach 4.5 billion by the middle of the next century.

Ensuring air transport remains the safest mode of transportation in years to come will require that two fundamental conditions be met. The first is the consistent world-wide application of ICAO SARPs, because the level of safety in aviation is and always will be directly related to the level of implementation of these standards.

This concerted action will become increasingly important as the world aviation community deals with such complex developments as the privatization of government services, the liberalization of economic controls and the emergence of new technologies, not to mention the ubiquitous globalization phenomenon. Through all of this, Contracting States must continue to fulfill their responsibility of ensuring the safety of their respective airspace.

The world-wide implementation of CNS/ATM systems, which involves the integration of satellite and computer technologies to communications, navigation, surveillance and air traffic management, is a second essential condition for the safe and orderly growth of civil aviation in the 21<sup>st</sup> century. This future-oriented air navigation system is the single, most complex and far-reaching initiative ever undertaken in the history of civil aviation.

It is my firm belief that success in both areas, the universal implementation of ICAO SARPs and of CNS/ATM systems, will require an unprecedented level of co-operation among countries and a corresponding level of global co-ordination in all aspects of civil aviation safety.

Ultimately, safety is not a national issue, nor is it a regional or continental issue. It is a global issue. Human beings travel all over the world across political boundaries. They are entitled to a uniform application of internationally recognized safety standards wherever they may go.

ICAO will always devote itself to its primary task of promoting the highest level of aviation safety, so that we may all be confident of "Flying Safely Into the 21<sup>st</sup> Century".

**Message from the Secretary General of the  
International Civil Aviation Organization (ICAO),  
Mr. Renato Cláudio Costa Pereira,  
for the world-wide celebration of International Civil Aviation Day  
on 7 December 1998**

In my capacity of Secretary General of the International Civil Aviation Organization (ICAO), I am privileged at having the opportunity to interact on a regular basis with all major segments of the global air transport world.

Reviewing the events of the past year especially, it strikes me that we are entering a new era in civil aviation, one in which all of our energies are totally committed to a single, universal and harmonized air transport system, focused on the individual. It is a renewed consciousness that we are all here for one reason, to contribute to the betterment of life on earth through civil aviation.

For example, the endorsement by the Contracting States of ICAO of a Universal Safety Oversight Audit Programme places the safety of the individual above all. This ground-breaking initiative consists of regular, mandatory, systematic and harmonized audits of safety-related aviation activities in each of ICAO's 185 Contracting States.

I emphasize to all States the importance of supporting this programme and of cooperating fully in its implementation, if we are to succeed in improving still further the enviable safety record of civil aviation. ICAO's Technical Cooperation Programme, coupled with similar assistance activities in different parts of the world, is designed to help States in overcoming their limitations with regard to aviation safety.

The Contracting States of ICAO also approved a Global Aviation Safety Plan, with the underlying concept of concentrating the safety-related activities of ICAO on those initiatives, planned or currently under way, that are likely to be most effective in reducing the rate of airline accidents.

These and many other substantial safety-related undertakings are vivid testimonials to the spirit of true collaboration I have observed in all sectors of civil aviation, and of the trust and mutual understanding that they foster. Nothing of lasting value can be achieved without those two values.

Yes, the world aviation community has the moral responsibility to do all that is humanly possible to ensure the safety and efficient development of international civil aviation. I truly believe that all are fully committed to aviation safety and to a harmonized global air transport system. It is only through unrelenting cooperation that we will achieve our common goal, of "Flying Safely Into the 21<sup>st</sup> Century".

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