



**Keynote remarks by
the Council President
of the International Civil Aviation Organization,
Mr. Salvatore Sciacchitano,
to the ICCAIA Board of Directors Meeting**

(Virtual Event, 24 March 2021)

Distinguished ICCAIA Chair and Board Directors,

Let me please begin by thanking Mr. Pie and the rest of you for the kind invitation to engage with you here today.

I also wish to acknowledge here the work led by Messrs. Dan Carnelly and Mitchell Fox, ICCAIA's representatives to ICAO, which has been instrumental to the outcomes of the ICAO Council's Aviation Recovery Task Force, or 'CART', which I am very pleased to update you on today.

I am delighted to participate in this meeting today as it gives me, and indirectly the ICAO Council the opportunity to forge a closer relationship between ICAO and the aeronautical industry. Indeed, this dynamic is crucial to supporting the introduction of technological innovation in our sector.

Aviation and technological innovation is "almost" synonymous in the sense that technological innovation has characterized aviation since the first flight of the Wright brothers. However, the pace and amplitude of such innovation in recent years has required ICAO to carefully reflect on its standard-setting process.

ICAO does not regulate innovation as such. The industry determines how and if technological innovation will be introduced. Nevertheless, the way in which ICAO sets Standards and Recommended Practices, SARPs, will impact the introduction of technological innovation.

For this reason, the Council of ICAO has recently decided to establish a Consultative Forum with Industry on Innovation, i.e. a consultative forum between the Council of ICAO and Aviation Industry leaders aiming at increasing ICAO awareness on technological innovation and exploring how ICAO can support its introduction. In this regard, I take the opportunity to announce that the first meeting of this Forum is planned for June or possibly September.

This commitment to support innovation was also demonstrated earlier this month, when the Council adopted new and amended standards supporting the improved safety and interoperability of remotely piloted aircraft systems (RPAS).

Allow me to elaborate on the actions undertaken by ICAO in order to address air transport recovery during and after the COVID-19 pandemic. Earlier this month the Council approved the third phase of the CART, which establishes new and amended guidance supporting the creation of public health travel corridors, safe and efficient global vaccine distribution, the facilitation of all cargo services, and standardized COVID-19 testing certificates for secure international use.

Also addressed by the new recommendations were aircrew vaccination considerations, safety priorities relating to sectoral recovery, and a call for national civil aviation and transport officials to advocate more vigorously for air transport public health and economic priorities.

Aviation must be an important consideration for every level of government in this challenging economic environment, and ICAO is constantly emphasizing this to States as we help them to align their global and regional response and recovery efforts.

These issues and others will be at the forefront of discussions at the High-Level Conference on COVID-19 (HLCC) which ICAO will convene this October.

ICAO's goal with this event will be to foster aviation's resilience and forge strong political commitments to support the industry in post-pandemic recovery.

Before concluding, I wish to turn your attention to environment and in particular CO₂ emissions reduction.

From our side, our efforts are focused on CO₂ emissions reduction and on CORSIA implementation, in line with related ICAO Assembly Resolutions. Just last week the Council adopted additional sustainability criteria for CORSIA eligible fuels to be used during the 2024-2026 phase, additional CORSIA emission programmes and launched the work on CORSIA revision to be submitted to the ICAO Assembly in 2022.

We have also started the study on the Long Term Aspirational Goals. This study will be submitted to the ICAO Assembly next year. Needless to say, that decisions on these matters are very difficult given different views and priorities of ICAO Member States.

The industry, and in particular aviation manufacturers' strong engagement to CO₂ emissions reduction is truly commendable and I would like to emphasize how much ICAO appreciates the commitment of ICCAIA's members to our Organizations' common objectives. As we know, in just a few decades time civil aviation will look and function very differently than today and your members will be playing an important role in that future. They will expect efficient public partners to certify and regulate the new aircraft and operations now on our horizon far more rapidly than is the case today.

Air transport has consistently rebounded strongly, from even the most major downturns, because air connectivity remains so critical to global economic recovery.

I am reassured by the fact that, despite confronting the most serious and disruptive global public health event in several generations, air transport still moved 1.8 billion people last year, while ensuring that essential foods, medicines, and other urgent supplies and personnel were transported quickly and reliably to where the world needed them most.

ICAO has been proud to fulfil its important multilateral and global coordination role during these challenging times, and we will continue our efforts in cooperation with ICCAIA and other Stakeholders to ensure a safe, harmonized and sustainable recovery for global air transport.

Thank you.