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**Keynote address by the
Secretary General of the
International Civil Aviation Organization (ICAO)
Mr. Juan Carlos Salazar
to the FAA-EASA International Aviation Safety Conference**

Uniting Efforts to Overcome Aviation Safety Challenges

(14 June 2022)

1. It is my great pleasure to address you today, in particular I am very pleased to see you all in person after so many months of participating in meetings remotely.

2. I hope that we will continue to find opportunities to come together to learn from our recent experiences, re-connect with each other, and find new ways to work together for the benefit of the global aviation system.

3. I would first like to thank our FAA and EASA hosts for organizing this event, and I look forward to a productive, lively, and enjoyable conference.

4. ICAO greatly values the contributions of both of your organizations, and we continue to benefit enormously from your extensive support to our expert groups across a wide range of disciplines.

5. This dedication to furthering the cause of international aviation is vital to the development of robust, well developed Standards and supporting guidance, and I would like to take this opportunity to thank you sincerely for this work.

6. I would also like to express my gratitude to the FAA and EASA for the significant support, whether in terms of funding or in-kind assistance, which they have been providing to ICAO's Regional Offices, the Cooperative Development of Operational Safety and Continuing Airworthiness Programmes (COSCAPs), and to various regional safety and accident investigation organizations (RSOOs and RAIOs) and Ipacks.

7. This support in particular is instrumental to improving regional cooperation and harmonization, and to enhancing States' capabilities more generally in terms of Standards and Recommended Practices (SARPs) implementation and local aviation development, so I would like to assure you that ICAO is willing and able to partner with your organizations within the framework of ICAO's recently adopted "Implementation Support" policy.

8. As we work towards emerging from a period of unprecedented disruption to our industry, not to mention our own personal lives, we should acknowledge the enormous effort that was made by so many to react quickly and effectively to the pandemic challenge.

9. During ICAO's High Level Conference on COVID-19 last October, it was clear that there's a great deal of enthusiasm to learn from this experience, and to build aviation back better to improve our response and resilience to the next global challenge we face, whatever that may be.

10. ICAO therefore welcomes this opportunity to work with you on addressing these challenges, and we fully recognize that we cannot do it without your continued help and support.

11. In addition to the monumental challenge of realizing a more resilient network, there are many other safety issues that we will also be facing together over the coming months and years.

12. New technologies continue to be developed at a tremendous and historically unprecedented rate, and new entrants to aircraft design and operation are driving Advanced Air Mobility (AAM) use cases which require adaptations to many key areas of regulatory approval.

13. This means that **the need for Standards to keep up with the pace of innovation is now a key and urgent priority for us.**

14. We must therefore continue to look for new ways to work together, and one good recent example of this was the very rapid pandemic response we jointly realized through collaboration on the ICAO Council Aviation Recovery Task Force (CART) and other guidelines.

15.	ICAO has also recently embarked on a new trial process for a *direct submission* Standard, with the hope that it will help us review and adopt provisions which are already well-established in practice in States or regions much more quickly than has previously been the case.

16.	We're also broadening our tent and developing some key strategic partnerships to help us assess and enable aviation innovations more efficiently, with the MOU with the International Forum for Aviation Research (IFAR) being one recent example.

17.	Going forward, integrating the foundational elements of the core "safety culture" which permeates conventional aviation into the ecosystem of new entrants will be a key prerequisite for their safe integration.

18.	This will enable the entire aviation system to maintain or surpass its existing safety track record, and in turn support acceptance by regulators and by the public.

19.	**A second priority I wish to raise with you today** concerns current ICAO Standards for the approval of aircraft maintenance organizations (AMOs).

20.	Despite the presence of these provisions, aircraft maintenance is still not considered 'exportable', and so States are required to apply their own approval requirements.

21.	A consequence of this framework is that AMOs performing maintenance on an international basis now face a multitude of procedures, manuals, quality assurance systems, and personnel requirements.

22.	And they're further confronted by the obligation to undergo multiple inspections from the various States whose operators make use of their services.

23.	Not only is this practice inefficient, and a significant burden to both airlines and AMOs, but it also falls short of establishing a stable platform for the standardization of maintenance practices.

24.	Past ICAO Safety Conferences have recognized this burden on industry, in addition to the importance of facilitating a globally harmonized approach to AMO approval and acceptance.

25. As a first step to facilitating mutual acceptance, ICAO has developed a series of Standards and guidance materials to promote the uniformity of AMO regulatory requirements.

26. We also hope that these will reduce the economic burden imposed on the industry by unnecessary certification and surveillance activities, and sincerely hope that you can embrace them.

27. We've been encouraged by our collaborations with EASA and the FAA on inititives that can support this globally-harmonized approach, such as the i-Pack development on Model Regulations, and the numerous related efforts we've pursued together with other partners through ICAO's Regional Offices.

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28. With things moving as quickly as they are today, our ability to predict trends, make informed decisions, and manage risks effectively by using reliable, secure, and readily available data, has become more important than ever.

29. **This brings me to my third key priority today,** which is to underscore the value of data-driven decision-making, and including the digital transformation needed to fully enable it.

30. Safety data is the foundation of any State Safety Programme (SSP), and it iis also fundamental to the identification of system strengths, weaknesses, opportunities, and risks.

31. This requires States to establish safety intelligence policies and systems, and to actively engage in digital and data-related innovation and transformation.

32. Indeed, supporting data-driven decisions is a key objective for the Organization. As such, partnerships with the FAA and EASA continue to be fostered to further enance the monitoring of safety performance of States by ICAO.

33. The evolution envisaged for the Universal Safety Oversight Audit Programme (USOAP) relies on your support to reduce the burden on States caused by duplicated activities and improve synergies among partners.

34. I am pleased to see the achievements reached so far and I count on our future actions to further improve the monitoring that ultimately enhances States' safety oversight and management capabilities.

35. To support countries with this data-evolution, ICAO also will seek to strengthen the approaches we've jointly pursued with the FAA and EASA through the Regional Aviation Safety Groups (RASGs).

36. We will also continueto offer implementation support initiatives, update related guidance materials, and develop and improve upon current data tools and platforms.

37. The digital transformation supporting these efforts will propel global aviation into a highly integrated ecosystem, and one characterized by multiple stakeholders and high demand for interconnectivity.

38. This in turn will require a digitally connected and secured environment to be realized, based on agreed policies and procedures.

39. An international aviation trust framework will therefore be required to mitigate related cyber risks, and to assure mutual confidence in the secure exchange of ground-ground, air-ground, and air-air information globally.

40. This trust framework will further be essential to the successful transformation of the air navigation system, consistent with the ICAO Global Air Navigation Plan (GANP), and to meet and surpass the safety targets in our Global Aviation Safety Plan (GASP).

41. II wished to recall that aviation has been the safest mode of transport for decades, and that its performance record has been achieved by taking stock of accidents, human factors outcomes, and trials, and using those new insights to continuously perfect the system in a rigorous and iterative way.

42. We're seeing a lot of disruptors in the aviation system now, whether they be innovations such as UAS and civilian space flight, or changing conditions such as the COVID pandemic or unannounced missile launches.

43.   All of these factors will affect what the people in the system do, and how they do it, meaning the human factors aspects of the digital transformation will be most important for safety stakeholders to identify and address.

44.   On top of this, we will also be confronted by situations where not all States will be subject to the same changes in conditions, or require the full range of innovations being enabled.

45.   The key role for ICAO here will be to recognize when conditions or innovations will become true 'gamechangers', altering the way aviation does business globally.

46.   Space-based ADS-B is one example of a gamechanger that's been successfully introduced worldwide, and its ongoing implementation is bringing tangible benefits even as it fundamentally changes the surveillance expertise we've relied on for the last 50 years.

47.   Another gamechanger will likely be space-based communication. This will also have us rethinking the roles and responsibilities of the humans in the system, and it will require global harmonization involving both aviation and non-aviation stakeholders.

48.   The FAA and EASA's related good practices, and exchange of knowledge and expertise, have been creative catalysts for these game changers.

49.   I wish also to confirm my full assurance today that ICAO will continue to work to integrate these changes, and to manage their interoperability to the benefit of both States and industry.

50.   Thank you.