

## NANP Opening Remarks

Esteemed colleagues, I'd like to thank you for taking the time to join us today. Thanks especially to those who're in a time zone where it's an inconvenient time, and a special shout out to Olga de Frutos from HQ who's in Europe to support us in the early hours of the morning.

We're here to discuss a critically important activity supporting air navigation facilities and services. As we move into a recovery phase from hopefully what was the worst of the coronavirus pandemic, we need to support our struggling airlines with the most efficient airport and air traffic management systems possible. We need to do this for the foreseeable future, as the recovery will take years. The aviation system is indeed fragile and vulnerable at present. Therefore, there hasn't been a more important time in our lifetimes while we have limited air traffic to plan with all the key stakeholders, in preparation for some sort of recovery.

The development of National Air Navigation Plans is referenced in the Global Air Navigation Plan, endorsed by the Asia and Pacific Ministers of Aviation, and supported by APANPIRG. We know that NANPs are vital, as they act as the glue that brings together all the State's planning capability.

Too often in the past, we note that CAAs have been given the task to develop plans for aviation and when they do so, it's often in isolation. The most effective NANPs are fully consulted with all airspace users, and authorized by key stakeholders representing a wide range of users. Obviously, this includes both civil and military elements, but it also increasingly involves other actors such as space launch organisations and the public.

Civil aviation sometimes tends to operate in its own esoteric world and doesn't always interface effectively with other parties such as the military or the public. This is despite the fact that we all use the same national resources such as airspace, and the public are becoming increasingly active in aviation beyond their normal interest. By this I mean the public are traditionally interested in the areas of aerodrome obstructions, noise abatement and the environment, but with the advent of private space launch, UAVs and new entrants in urban mobility, the public have to be engaged. Of course there are advantages to a wider engagement of stakeholders, like greater pressure to balance civil and military needs when the advantages of such cooperation is publically visible.

The DGCA Conference has recognized the need for a whole-of-government approach for optimal civil-military cooperation. As civil-military cooperation is a subset of national planning, that's a signpost to effective management of complex challenges that involve many actors. Where States such as Australia and India have established a high level civil-military cooperation body for strategic decision-making, we've see great strides in both safety and efficiency. So we're here today to urge all States to use that same lesson in the development of NANPs.

As a region we're well behind the commitments we've made to enhance aerodrome and air navigation facilities in accordance with the *Asia/Pacific Seamless ANS Plan*. We haven't yet received any 'robust' status NANPs either, so we have to redouble our efforts.

I hope that you find this introductory teleconference to NANP development interesting and helpful. We may follow up with workshops where needed to help States further develop their plans where we see problems in this regard. However, given the urgency to make progress in this unprecedented environment, we hope that this teleconference will result in your State making significant progress on NANP development in the near future.

Thanks again for your attendance, and for the support from ICAO HQ, Germany, Singapore, and the United States to make this event possible.

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