Keynote Speech by Ms. Victoria Cox, Vice President, Operations Planning
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Thank you, Director Heijl and Bon Jour**.** It's good to be back in Montreal for this important symposium.

In a moment, I'll discuss air navigation performance, but let me talk for a moment about the new Airbus A380 … and its recent international tour. As you know, the A380 is the largest commercial passenger and cargo plane in history … 240 feet long … carrying as many as 550 people.

Last week, one of these super jumbo jets started its tour off in Frankfurt … came to New York … then Chicago … then eventually back to Frankfurt before heading out to Hong Kong … then to Washington DC … and finally headed back to Munich. Another one arrived in Los Angeles from France.

The A380's spectacular tour speaks to something important to all of us … the growth of international aviation … both for passengers … and for cargo. And the numbers back that up.

According to FAA's latest forecast, released 11 days ago, we expect that by 2016, passenger traffic between the U.S. and

international destinations will grow by 67 percent over 2005 levels. And we expect worldwide traffic to grow at an even faster pace.

This growth is exciting … it's a testament to the prosperity of the world's people. In fact, aviation currently accounts for about three trillion dollars of the world's economy — 29 million jobs.

That's why ICAO's work is so important … by working together we can all reap the benefits of a safe, efficient global aviation system.

So I'll start by discussing FAA's progress in air navigation performance … and the importance of global harmonization in this area. Finally, I'll update you on the FAA's newly unveiled plans to build the Next Generation Air Transportation System.

At our last air navigation conference back in 2003, FAA was just establishing the Air Traffic Organization, or ATO … which is the portion of our agency that's responsible for providing air traffic services.

When ATO was established, we put in place a performance-based model and set key goals toward improving safety and expanding capacity. We also put in place a set of metrics … so that we could ensure a transparent way of measuring our progress.

I'm proud to say that this past year we hit all of our goals in safety and capacity. In fact, it was the first time we hit our operational error rate goal … which is down to 4.11 errors per million activities ... even as we're making sure that those errors are routinely reported.

And we're currently in the middle of the safest period in U.S. aviation history. The three-year rolling average for fatal accidents aboard commercial airplanes is 0.023 per hundred thousand takeoffs.

Of course, our efforts toward a performance-based model also include the development of performance-based navigation, or PBN. Take for instance, Area Navigation, or RNAV. The FAA has authorized 128 RNAV procedures at 38 airports since 2005 … and we plan to publish at least 50 more procedures in 2007.

RNAV uses onboard avionics so that planes can fly more direct and precise flight paths. The benefits of RNAV include increased safety … reduced fuel burn … more efficient traffic flows … and reduced voice transmissions between pilots and controllers.

In particular, air carriers benefit from RNAV because it reduces taxi time and departure delays … reduces miles flown …

and improves flight profiles. For example, RNAV operations have saved operators 8.5 million dollars annually at Dallas Fort Worth International Airport and an estimated 34 million dollars at Hartsfield-Jackson Atlanta International Airport. When RNAV is fully implemented, the FAA predicts a combined total savings of approximately 50 million dollars annually at the two airports.

Required Navigation Performance, or RNP, builds upon R-NAV, and allows flights to land with lower minima. For instance, Alaska Airlines was able to "save" 980 approaches in 2006 — flights that would otherwise have diverted to another city.

To date, The FAA has authorized a total of 40 RNP approach procedures at 18 airports … and we plan to publish at least 25 additional procedures in 2007.

And I want to underscore that because improved performance reduces fuel emissions, there's an environmental benefit. Environmental protection is one of our priorities as we build NextGen. You'll hear a lot more about RNAV and RNP from a variety of distinguished speakers on Thursday.

But let me stress that global harmonization is critical if we are to establish a global performance-based air traffic management system. Disparate systems won't benefit our users … not in the

global economy. We need a seamless system, and that means working together to standardize the definitions and requirements, and developing a consistent way to measure performance.

FAA is moving ahead with NextGen … Europe with SESAR. It makes no sense for each of us to spend 10's of billions of dollars or euros on systems that can't communicate with each other. So we are working very closely with the European Commission and Eurocontrol to ensure commonality and interoperability where possible between NextGen and SESAR.

And Performance-Based Navigation … particularly through the ICAO RNP Study group … is another great example of how we've made progress in this area. This group has had the involvement of six countries: Japan, Australia, Brazil, Canada, France, and the US. And it's had the involvement of organizations including EUROCONTROL, IATA, the International Federation of Air Line Pilots' Associations, and the International Coordinating Council of Aerospace Industries Associations.

Now, FAA and EUROCONTROL are working within ICAO to develop joint PBN familiarization seminars.

We're also collaborating on RNP with China and India … two countries where civil aviation has really taken off. In fact,

next month we're going to have a PBN strategy assessment meeting with India … and New Delhi has been proposed as one of the first sites for the ICAO-FAA-EUROCONTROL PBN familiarization seminar.

Finally, let me touch on NextGen. As we've discussed many times in the past, the U.S. air transportation system needs to be transformed as we anticipate significant increases in domestic and international traffic in the years ahead.

FAA has recently formalized plans to build NextGen using the new Operational Evolution Partnership, or OEP. Since 2001, OEP has allowed us to increase capacity by 20 percent, and now we're broadening it into a full-fledged transformation vehicle.

Through OEP, we're bringing together the leadership, the technical expertise, and the program integration necessary to make NextGen happen.

By 2016, the OEP will deliver a set of capabilities aimed at achieving solution sets that are part of NextGen. These solution sets include:

- Initiating trajectory-based operations
- Increasing arrivals and departures at high density airports

- Increasing flexibility in the terminal environment
- Improving collaborative ATM
- Reducing impact of weather
- Increasing safety, security and environmental performance

and …

- To transform and network our facilities

Let me close with a quote from one of our great American entrepreneurs, Henry Ford, who started Ford Motor Company. He once said, "Coming together is a beginning; keeping together is progress; working together is success." How true it is, with what we're doing. So let's continue to work together so that we can create a successful … global … performance-based air traffic system. Thank you.