



**Address by the President of the Council
of the International Civil Aviation Organization (ICAO),
Mr. Roberto Kobeh González,
to the Fourth Air Navigation Services Provider (ANSP) Seminar**

(Jakarta, Indonesia - 27 November 2008)

It is a pleasure for me to take part in this ANSP Seminar as part of my current high-level mission to Indonesia.

Later today, I will be meeting with the President of the Republic of Indonesia, the Minister of Transport and the Minister of Finance. I will convey to them a two-fold message. The first part of my message is that ICAO is pleased with some of the progress made since the signing of a Declaration by Indonesia and ourselves last year concerning prompt and wide-ranging action for improving the safety of the civil aviation system.

Under the terms of the Declaration, Indonesia committed to restructure the Directorate General of Civil Aviation, enact the required legal framework for it to better meet international safety obligations, ensure the required human and financial resources, and correct deficiencies identified by ICAO's Universal Safety Oversight Audit Programme (USOAP) and other internal or external audits.

Indonesia was also to implement a proactive and systemic management of safety to comply, in a verifiable manner, with national requirements and ICAO international safety standards and industry best practices. This included a commitment by Government authorities and the local air transport industry to foster transparency and the sharing of safety-related data to support the safety management process, in accordance with the Global Aviation Safety Plan and other relevant guidelines established by ICAO.

Indonesia is certainly on the right track. A fundamental accomplishment is the passage of a new Aviation Act, which includes key elements such as a revised regulatory framework, structure and separation of the regulator and service providers, a single airspace policy and single air navigation services provider for Indonesia and separated airport owners/operators. This development framework establishes the necessary legal and regulatory basis for the required reform and transformation of the air transport system in this country.

Another milestone we see as positive is the inauguration today at this seminar of the Civil Aviation Transformation Team, or CATT, developed by the Director General of Civil Aviation. As I understand it, the mission of CATT is to assist the DGCA to accelerate, coordinate, communicate, and control the implementation of CASAP – the Civil Aviation Strategic Action Plan. I note with satisfaction that CASAP has taken into account the major findings of the safety audit performed here under the ICAO Universal Safety Oversight Audit Programme.

With these initiatives and others, the DGCA will be well equipped to effectively move ahead in the restructuring of the Civil Aviation Authority and, in keeping with the purpose of this Seminar, the development of a single air navigation services provider for Indonesia. We look forward to his presentation later today on the establishment of a single air traffic management (ATM) system and organization.

During your meeting today and in the course of setting up an ANSP, you might wish to take into account the conclusions of the Conference on the Economics of Airports and Air Navigation Services, or CEANS, held in September. The recommendations made at the Conference and which were adopted by the Council of ICAO just a few days ago on 14 November will serve to update ICAO policies and guidelines on charges relating to air navigation services providers.

The recommendations are designed to enhance cooperation in the air transport industry and increase the efficiency and cost-effectiveness of air navigation services. Subjects covered include economic oversight by States, requirements for the implementation of performance management systems, and the establishment of a clearly defined, regular consultation process.

The recommendations also call for States to enshrine the main principles of non-discrimination, cost-relatedness, transparency and consultation with users in their national legislation, regulations or policies. This extends to all air services agreements between States. Also incorporated are such areas as the protection of passenger interests, more flexibility for commercialized airports and ANSPs in setting charges, support for separation of States' regulatory responsibility from service provision, the application of good governance through best practices and the efficient and cost-effective implementation of the global air traffic management concept.

With their adoption by the Council, the recommendations are now official ICAO policy and will be incorporated into Doc 9082 – ICAO's Policies on Charges for Airports and Air Navigation Services. This document follows through on the obligations and responsibilities of States under the Chicago Convention and Assembly Resolution A36-15 on Air Transport Continuing Policies. I strongly urge you to consult Doc 9082 in the course of your work.

At the beginning of my remarks, I mentioned that my message to senior officials of your country would be two-fold. The first part was that progress is manifest. The second part is that it has to come more quickly. Time is of the essence. Challenges are enormous, but I am hopeful that with clearly expressed political will and dedicated technical efforts, the time frame for achieving the targets can be improved further.

While many of the action points listed in last year's Declaration on Enhancing Aviation Safety in Indonesia are being addressed, their timely implementation will now be the real test of how far and how quickly Indonesia can bring its air transport operations to international standards. Only then will it be in a position to provide its citizens with the enormous economic and social benefits that air transport can deliver.

I realize that fulfilling the commitment outlined in the Declaration is extremely demanding in terms of human and financial resources. Rest assured, however, that the world community is anxious to support Indonesia transform its civil aviation administration and that ICAO stands ready to provide any assistance to support its drive to improve safety.

I thank you for your kind attention and wish you productive seminar discussions as you set out to lay the groundwork for one of the most crucial components of a safe, secure and sustainable air transport system for Indonesia.