



**Address by the President of the Council of the
International Civil Aviation Organization (ICAO),
Mr. Roberto Kobeh González,
to the 47th Conference of Directors General of Civil Aviation,
Asia and Pacific Regions**

***“Through the Turbulence, Working Together for the
Recovery and Enhanced Development of Aviation”***

(Macao Special Administrative Region, China – 25 October 2010)

It is truly a privilege for me to join you today for the 47th Conference of Directors General of Civil Aviation of the Asia and Pacific Regions.

On behalf of ICAO, I would like to thank the Government of the Macao Special Administrative Region for hosting the Conference, which brings together influential aviation stakeholders from the Asia and Pacific Regions.

We meet at a time when the global airline industry is showing positive signs after going through the worst 18 months in its history. The latest ICAO forecast is for world traffic to grow at 6.4 per cent this year, 4.7 per cent in 2011 and 4.9 per cent in 2012. Traffic for Asia/Pacific airlines should grow considerably faster than the global average with rates of 10.8, 7.5 and 7.5 per cent for the same period.

So recovery is under way and the theme of your Conference - *“Through the Turbulence, Working Together for the Recovery and Enhanced Development of Aviation,”* definitely points the way to maintain the momentum.

Safety

One of the challenges you face is to further improve aviation safety.

In your deliberations on this subject, you may wish to take into account the outcome of the 37th Session of the ICAO Assembly, including the adoption of a comprehensive safety strategy based on transparency and the greater sharing of safety information.

It contains five major elements which can be summarized as follows:

1. Total commitment to the continuous monitoring approach regarding safety oversight;
2. Creation and implementation of a truly international safety information sharing mechanism;
3. Reaffirmation of the extremely productive role which regional safety oversight organizations can play in improving safety;
4. Agreement on the development of a global organizational framework to protect the providers of sensitive safety data used; and
5. Creation of a new annex dedicated to safety.

Adopting this approach would also enhance harmonization with the global ICAO safety strategy.

Security

Security is another pillar of a sound air transport system and here again the recent Assembly made significant progress when it adopted a Declaration on Aviation Security. It reaffirms the international commitment to enhance aviation security collaboratively and proactively through a number of ways, including screening technologies to detect prohibited articles, strengthening international standards, improving security information-sharing and providing capacity-building assistance to States in need.

The Assembly also fully supported a new ICAO aviation security strategy, which highlights key priorities, such as identifying and preventing new forms of attack before they occur, streamlining security checks so that they remain effective but are not duplicated unnecessarily, and improving the capabilities of States to oversee aviation security.

Environment

The third major topic addressed at the ICAO Assembly was the environment and, more specifically, climate change. I was very happy when the Assembly adopted a historic resolution making ICAO the first United Nations agency to lead a sector in the establishment of a globally harmonized agreement for addressing its CO₂ emissions.

The resolution builds on achievements since the last ICAO Assembly in 2007. It includes such new initiatives as the development of a framework for market-based measures and a medium term global aspirational goal of keeping the global net carbon emissions from international aviation from 2020 at the same level.

The results of the Assembly will form the basis for ICAO's presentation at the 16th Conference of the Parties of the United Nations Framework Convention on Climate Change (UNFCCC) meeting scheduled for December in Mexico.

Issues/Challenges in the Region

The topics I have covered so far are global in nature. I would also like to address a few issues of particular interest to your region.

Seamless Sky ATM

At the 46th DGCA Conference last year, I made the following comment: *"There is no doubt that a seamless sky is fundamental to the safe and orderly growth of air transport in the Asia and Pacific Regions, as it is in all other regions"*.

I am happy to observe that as a result of an Action Item arising from last year's Conference, the Region has been actively pursuing the objective of a seamless sky in air traffic management and that a workshop on that subject is planned for early next year.

I am most interested in the outcomes from the workshop and I assure this Conference that ICAO will be always prepared to provide any guidance that may be sought in order to turn the vision of a global seamless system into reality.

Performance Based Navigation

Another issue is Performance Based Navigation. Following the establishment of the Flight Procedure Programme Office in Beijing, it was encouraging to learn that nine States declared their intent to join the Programme as Participating States, while another seven indicated their intent to join as User States. The benefits that States can accrue from this Programme are significant and I would encourage the remaining States to take full advantage of this facility within the Region.

Having said this, the four fatal aircraft accidents over the last few months in the Asia and Pacific Regions, together resulting in the loss of 360 lives, remind us of the urgency of acting promptly and decisively. While accident investigations are underway in the respective States, I believe we should be proactive and address initial concerns about effective crew resource management and controlled flight into terrain without waiting for the final reports.

Regional Aviation Safety Groups (RASGs)

An initiative that can speed progress is the introduction of regional aviation safety groups.

The ICAO Council approved the establishment of these groups in May 2009, with the aim of supporting a regional performance framework for the management of safety. The expectation was that this would create both the awareness of regional safety issues and a mechanism for addressing them, without fundamentally affecting the efforts that are presently underway in several ICAO regions.

The ICAO Secretariat is presenting a paper at this Conference suggesting a way of integrating the management of the safety groups' mechanism into the Asia and Pacific regional working system.

Liberalization

Before I conclude my remarks, I would like to briefly point to the Assembly's endorsement of ICAO's future work on liberalization. In a few words, the Assembly reaffirmed that the Organization should continue to exercise its leadership role in facilitating and assisting States in the liberalization of international air transport.

A number of forward-looking initiatives were introduced. For example, there was a request for the Council to explore the concept of a multilateral agreement on liberalizing airline ownership and control rules. It was also suggested that ICAO consider developing new measurement indicators for liberalization and that ICAO promote and help improve transparency and consumer protection.

I was particularly pleased that the Assembly asked us to continue convening the very successful ICAO Air Services Negotiation Conference, or ICAN. India will be hosting the ICAN2011 next year in Mumbai and I invite all of you to attend this meeting.

Conclusion

Ladies and gentlemen, whether we are talking about aviation safety, seamless skies or any other aspect of international civil aviation, the key to success and progress is cooperation. Let this be the guiding principle on which this conference unfolds.